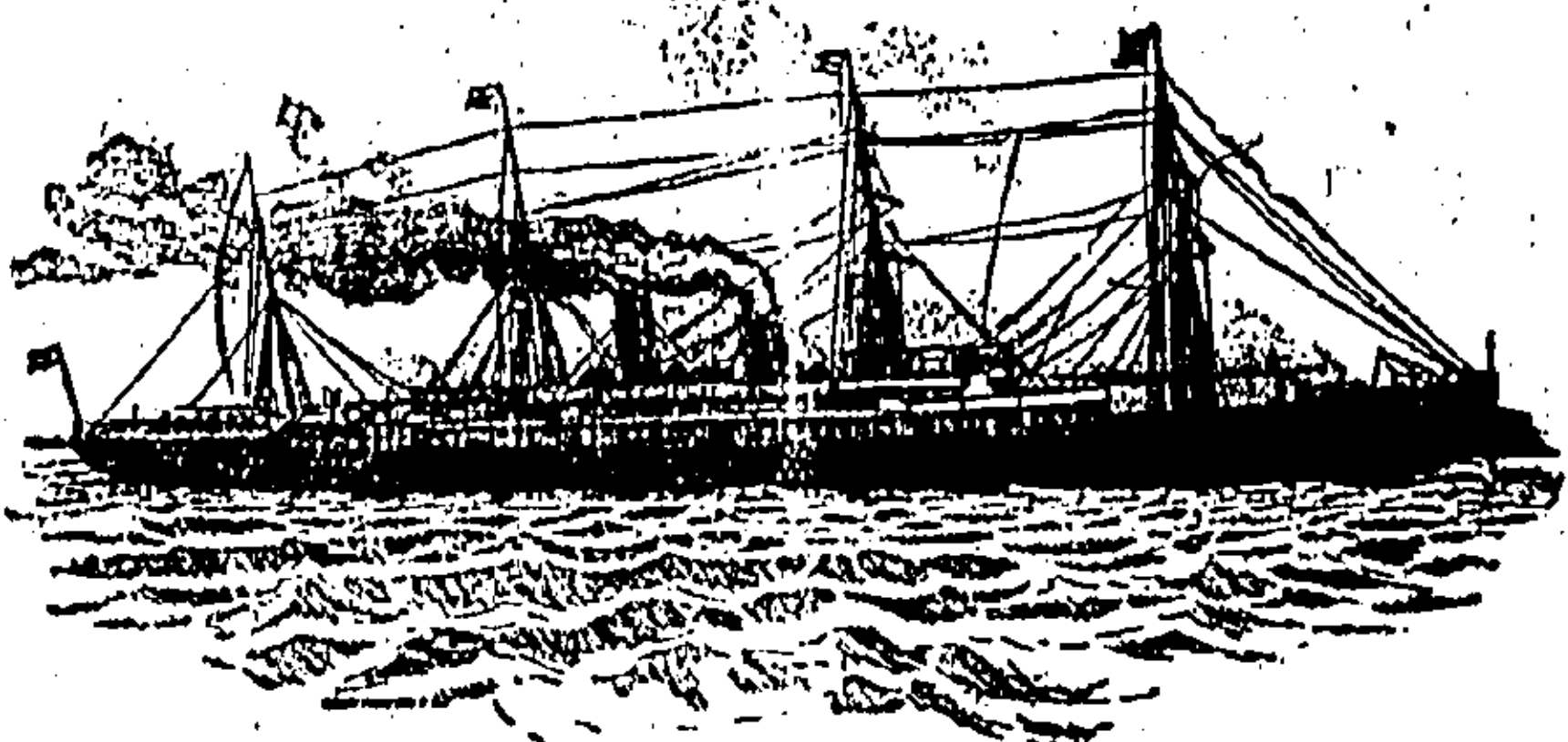


Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

Ship	Gross Tons	Saturday, 8th October, at Daylight
"MANCHURIA"	11,276	TUESDAY, 1st November, at Noon.
"KOREA"	4,205	THURSDAY, 10th November, at Noon.
"MONGOLIA"	13,639	TUESDAY, 22nd November, at Noon.
"CHINA"	5,060	SATURDAY, 3rd December, at Noon.
"DORIO"	4,784	THURSDAY, 15th December, at Noon.
"COPTIC"	4,352	
"AMERICA MARU"	6,300	

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE P. M. Steamship "MANCHURIA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 8th October, at Daylight, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

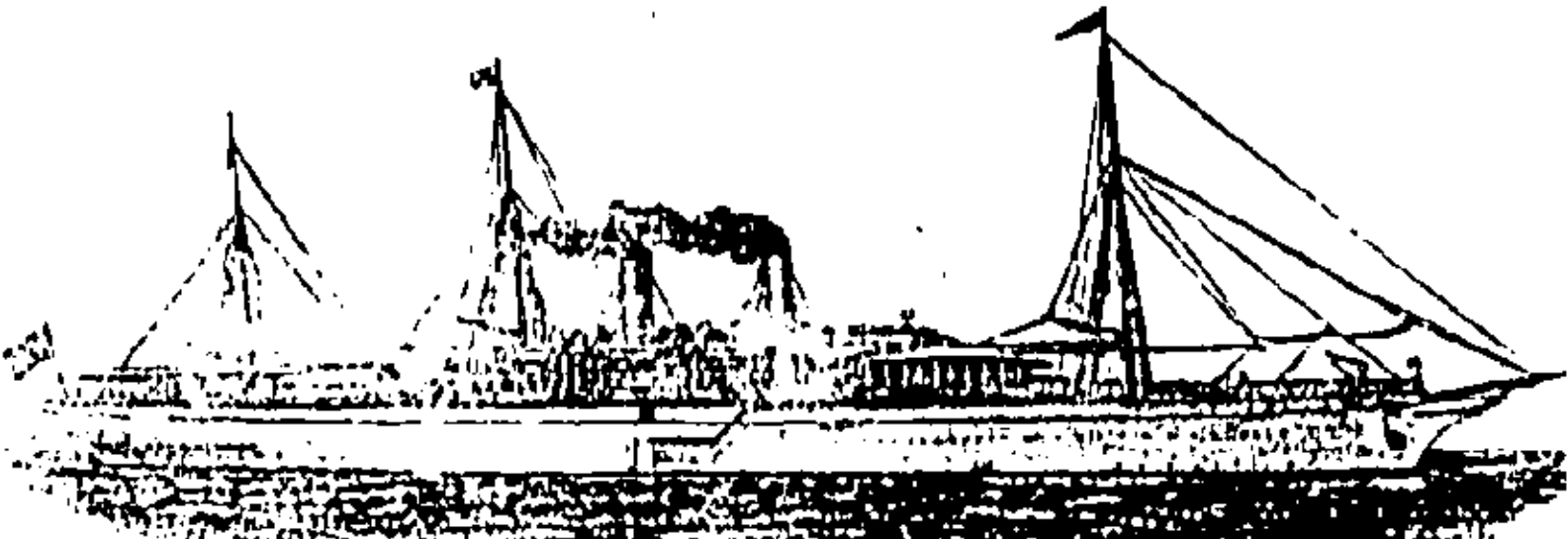
FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date. For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 27th September, 1904.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAFETY. SPEED. PUNCTUALITY.

Ship	Tons	Day	Time
"EMPEROR" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 10 Knots.			
PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).			
R.M.S. "ATHENIAN"	2,440 Tons	WEDNESDAY, 12th October.	
"EMPEROR OF CHINA"	6,000	WEDNESDAY, 19th October.	
"TARTAR"	4,425	WEDNESDAY, 26th November.	
"EMPEROR OF INDIA"	6,000	WEDNESDAY, 16th November.	
"EMPEROR OF JAPAN"	6,000	WEDNESDAY, 14th December.	
"ATHENIAN"	2,440	WEDNESDAY, 28th December.	

Hongkong to London, 1st Class, via St. Lawrence £60. Via New York £62.
Hongkong to London, Intermediate on Steamers, and 1st Class Rail £40. £42.

THE magnificent Twin-screw "EMPEROR" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent,
9, Pedder's Street.

Hongkong, 21st September, 1904.

HAMBURG-AMERIKA LINIE.
OBTASIAISONER, FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passengers.
SCANDIA (ex KONIGSBERG) Behrens	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	3rd October.	Freight and Passengers.
SUEVIA von Döhren	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	18th October.	Freight.
BRISGAVIA Schülke	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	1st Nov.	Freight.
SLAVONIA (ex STRASSBURG) Madsen	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	15th Nov.	Freight and Passengers.
SEGOVIA Förck	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	29th Nov.	Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1 Queen's Buildings.

Hongkong, 20th September, 1904.

TWIN TING.
LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'AGUIAR STREET.
REASONABLE FEES.
Consultation Free.
Hongkong, 30th July, 1904.

THE AMERICAN SYSTEM OF DENTISTRY.
M. H. CHAUM, D. D. S.,
37, DES VOUX ROAD CENTRAL, HONGKONG.
From the University of Pennsylvania, U.S.A.
Hongkong, 4th June, 1904.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

Ship	Tons	Captain
S.S. "HONAM"	3,365 tons	Captain R. D. Thomas.
"POWAN"	3,381	G. F. Morrison, R.N.R.
"FATSHAN"	3,381	W. A. Valentine.
"HANKOW"	3,373	B. Branch.
"KINSHAN"	3,360	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 8.30 P.M. and 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M., 2.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

Ship	Tons	Captain
S.S. "HEUNGSHAN"	1,998 tons	Captain H. D. Jones.

Departures from Hongkong to Macao on week days at 2 P.M.

Departures on Sundays at Noon.

Departures from Macao to Hongkong daily at 7.30 A.M.

CANTON-MACAO LINE.

Ship	Tons	Captain
S.S. "LUNGSHAN"	219 tons	Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

Ship	Tons	Captain
S.S. "SAINAM"	588 tons	Captain J. Willox.

"NANNING," 569 tons, Captain C. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 17th September, 1904.

JAVA-CHINA-JAPAN LINE.
REGULAR FOUR-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJILATJAP...	JAVA PORTS	First half of October	JAPAN	First half of October
TJIPANAS...	JAPAN	First half of October	JAVA PORTS.	Second half of October
TJIMAH...				

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

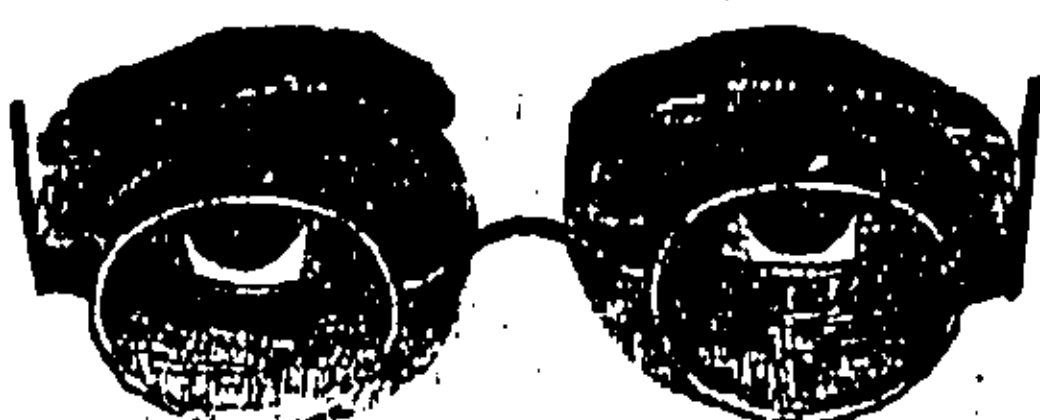
For Particulars of Freight and Passage, apply to

THE HEAD AGENCY
OF THE
JAVA-CHINA-JAPAN LINE.

Telephone No. 375.
ALEXANDRA BUILDINGS, 3rd Floor.

Hongkong, 28th September, 1904.

Intimations.



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES
TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,
16, QUEEN'S ROAD, CENTRAL.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper
Glasses to Correct and Cure.
Prescription lenses ground on the premises. All work guaranteed.
Sun Glasses are restful and give the effect of coolness.
Prices from \$2.00.

A. S. TUXFORD, Manager.

Hongkong, 1st June, 1904.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS,
16, DES VOUX ROAD CENTRAL,
HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTIEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P & Q SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES
Hongkong, 15th December, 1903.

LEVY HERMANOS,
DIAMOND MERCHANTS, JEWELLERS
AND WATCHMAKERS,
40, QUEEN'S ROAD,
Watson's Building.

SOLE AGENTS FOR
KODAKS AND FILMS.
Sole Agents for "OMEGA" WATCHES.
"OMEGA" is the best, "THREE YEARS"
guarantee given to every purchaser.
40, QUEEN'S ROAD,
Watson's Building.

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40, QUEEN'S ROAD,
Watson's Building.

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.
Sole Agents—
SIEMSEN & CO.

Hongkong, 10th January, 1903.

MEE CHEUNG,

PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN
ICE-HOUSE ROAD.

[S] now in a position, in his New and Com-
modious Premises, to eclipse, as heretofore,
ALL PHOTOGRAPHIC ART PRACTICED
in the Colony or in any part of the Far East.

GROUPS AND VIEWS
a speciality.
Hongkong, 22nd September, 1903.

**THE HONGKONG
STUDIO,**
HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING
and COPYING in all Sizes.
LARGE SELECTION OF VIEWS ALWAYS
ON HAND.
PRICE VERY MODERATE.
Hongkong, 15th September, 1903.

PORTRAITS, GROUPS and ENLARGING
and COPYING in all Sizes.
LARGE SELECTION OF VIEWS ALWAYS
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PRICE VERY MODERATE.
Hongkong, 15th September, 1903.

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Hongkong, 15th September, 1903.

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and COPYING in all Sizes.
LARGE SELECTION OF VIEWS ALWAYS
ON HAND.
PRICE VERY MODERATE.
Hongkong, 15th September, 1903.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.
Length inside, 814 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.	Length inside, 875 ft. Width of entrance, top 80.5 ft., bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 876.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[595]

Hotels.

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINES. Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator. Hot and Cold Water throughout. Special Rates for Tourists. Launch Service for Guests.

For Terms, apply to THE MANAGER.

Hongkong, 1st November, 1902.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.
LADIES' AFTERNOON TEA ROOMS.
PRIVATE BAR AND BILLIARD ROOMS.

Hot and Cold Water throughout. Electrically Lighted. Electric Fans (if required). Electric Passenger Elevator to each Floor. Table D'Hotel at Separate Tables.

For Terms, &c., apply to the MANAGER.

Hongkong, 23rd October, 1902.

Hongkong, 19th May, 1904.

Hongkong, 19th May, 1904.

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Hongkong, 19th May, 1904.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
on
FRIDAY,
the 30th September, 1904, at 11 A.M.,
at their
Sales Rooms, No. 8, Des Voeux Road,
corner of Ice House Street,
A GREAT ASSORTMENT OF
ENAMELLED TIFFIN CARRIERS.
TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 25th September, 1904. [1075]

NOTICE.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by
PUBLIC AUCTION,
on
FRIDAY,
the 30th day of September, 1904, at 3 P.M.,
by
Mr. GEO. P. LAMMERT, Auctioneer,
at his Auction Rooms, Duddell Street,
THE VALUABLE LEASEHOLD
PROPERTY,
known and registered in the Land Office as
FARM LOT No. 48.

THE Property has an area of 151,219 square
feet and is held from the Crown for the
residue of the term of 75 years from the 14th
July, 1863, subject to the payment of the annual
Crown Rent of \$34.

For further particulars and conditions of
sale, apply to—
Mr. GEO. P. LAMMERT,
Auctioneer,
or to
Messrs. EWENS AND HARSTON,
Solicitors.
Hongkong, 19th September, 1904. [1054]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
on
SATURDAY,
the 1st October, 1904, at Noon, alongside
the Shun Tai Steamship Company's Wharf,
the following Steam-launches:—
The Steam-launch

"HAINING,"

Build of Teakwood.
Length over all, 115 feet.
Breadth, 20 feet.
Depth, 7½ feet.
Engine, High Pressure 12½ inches and Low
Pressure 24 inches.
Stroke, 16 inches.
Boiler, 9 feet by 8 feet.
Steam, 115 lbs.
Speed, 12 miles.

AND

"KWANG SUI,"

Build of Teakwood.
Length over all, 115 feet.
Breadth, 20 feet.
Depth, 7½ feet.
Engine, High Pressure 12½ inches and Low
Pressure 23 inches.
Stroke, 16 inches.
Boiler, 9 feet by 8 feet.
Steam, 115 lbs.
Speed, 12 miles.

TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 24th September, 1904. [1064]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by
PUBLIC AUCTION,
on
MONDAY,
the 3rd October, 1904, at 2.30 P.M., at his
SALES ROOMS, DUDDELL STREET,
A QUANTITY OF
JAPANESE CURIOS,
Comprising:—
SATSUMA BOWLS, VASES, INCENSE
BURNERS, PLATES, KUTANI TEASETS,
SILVER CLOISONNES, BRONZE VASES,
CUT VELVET PICTURES, HAND-
PAINTED SILK DOVILIES, SILK EMBROIDERED
HANGING AND CUSHION
COVERS, SILK EMBROIDERED
SCREENS, &c., &c.
TERMS:—As usual.
Catalogues will be issued.
On view from SATURDAY, the 1st October.
GEO. P. LAMMERT,
Auctioneer.
Hongkong, 27th September, 1904. [1077]

Masonic.

ZETLAND LODGE,
No. 125, E.C.
A REGULAR MEETING OF ZETLAND
LODGE will be held at the FREE-
MASON'S HALL, Zetland Street, on SATUR-
DAY, the 1st October, at 8.30 for 9 p.m. pre-
cisely. Visiting Brethren are cordially invited
to attend.
Hongkong, 26th September, 1904. [1074]

AN APPEAL.

THE SUPERIORESS of the ITALIAN
CONVENT, CAMP ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.

Gentlemen's Shirts made to order, and Collars
and Collars renewed on old ones.
Ladies and Children's Under-clothing, Can-
dles' Dresses, and all kinds of Embroidery.
Materials can be supplied, if required.

The Superiores will also be most grateful
for any PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor Schools,
who are taught by the Sisters.
Hongkong, 22nd April, 1902.

Intimations.

A. S. WATSON & CO., LIMITED.

ISSUE OF 30,000 NEW SHARES OF \$10 EACH.

PURSUANT to Resolution the General
Managers of A. S. WATSON & Company,
Limited, hereby invite applications from the
Shareholders of the Company for the issue of
30,000 new shares of \$10 each at a Premium of
10 per cent, or \$11 a share.

Each Registered Shareholder on the 28th day
of September, 1904, applying for the New Issue
will be entitled to one share for every two shares
registered in his name. Shares not applied for
by those entitled to apply will be dealt with by
the General Managers in accordance with
Article 40 of the Company's Articles of
Association.

Applications for Shares in the New Issue will
be received by the Hongkong and Shanghai
Banking Corporation in Hongkong from the
28th September, 1904, to the 30th September,
1904, both days inclusive, and the whole amount
of \$11 per share will be payable on application.

THE TRANSFER BOOKS of the Company will
be CLOSED from the 28th September,
1904, to the 8th October, 1904, both days
inclusive.

The present paid-up Capital of the Company is
\$600,000, divided into 60,000 shares of \$10
each, and the New Issue is required to increase
the Capital of the Company to \$900,000 divided
into 90,000 shares of \$10 each.

The whole of the premium received from the
New Issue will be placed to the Credit of the
Permanent Reserve Fund.

The New Issue will rank for Dividend for the
three months ending 31st December, 1904, payable
in May, 1905.

Forms of application for the New Issue can
be obtained at the Company's Offices in Alex-
andra Buildings or at the Hongkong and
Shanghai Banking Corporation in Hongkong,
Shanghai, and London.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 22nd June, 1904. [754]

A. S. WATSON & CO., LIMITED.

ISSUE OF 30,000 NEW SHARES OF \$10 EACH.

THE TRANSFER BOOKS of the Com-
pany will be CLOSED from the 28th
September, to 8th October, 1904, both days
inclusive.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 27th September, 1904. [1079]

UNION INSURANCE SOCIETY OF
CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the THIRTY-
FIRST ORDINARY YEARLY MEET-
ING of the Society will be held at its Head
Office, No. 1, Queen's Buildings, Hongkong,
on THURSDAY, the 20th October, 1904, at
Noon, for the purpose of receiving the report
of the Directors, together with Statements of
Accounts for the year 1903 and for the half
year ending 30th June, 1904, and of declaring
Dividends, etc.

THE TRANSFER BOOKS of the Society
will be CLOSED from the 10th October to
the 20th October, both days inclusive.
By Order of the Board,
C. MONTAGUE EDE,
Acting Secretary.
Hongkong, 21st September, 1904. [1057]

THE HONGKONG & KOWLOON WHARF
AND GODOWN CO., LD

NOTICE TO SHAREHOLDERS.

THE TRANSFER BOOKS of the Com-
pany will be CLOSED from 29th
September to 1st October next, both days
inclusive.

EDWARD OSBORNE,
Secretary.
Hongkong, 23rd September, 1904. [1067]

NOTICE.

IN THE MATTER OF THE ESTATE OF
GEORGE MANINGTON, LATE OF
VICTORIA, IN THE COLONY OF HONG-
KONG, JOURNALIST, Deceased.

NOTICE is hereby given that all CRE-
DITORS should send their CLAIMS
against the above Estate to the undersigned
before the 16th day of October, 1904, failing
which they will not be recognised.

Dated this 16th day of September, 1904.
E. A. SNEWIN,
Executor.
1045]

JUST UNPACKED.

Large and Varied Consignments of the
well-known
Messrs. HUNTLEY AND PALMER'S
BISCUITS AND CAKES,
Messrs. CADBURY BROTHERS' Assorted
CHOCOLATES.

ALSO
FRENCH AND AMERICAN PROVISIONS
of the well-known make.
Inspection Solicited.
H. RUTTONJEE,
No. 5, D'Aguiar Street,
or
36 to 38, Elgin Road, Kowloon.
Hongkong, 27th September, 1904. [72]

EXCURSION TO MACAO.

THE Splendid Steamer
"YING KING,"
Captain Page, will make an EXCURSION
TRIP TO MACAO, on EVERY SUNDAY,
leaving the Company's wharf at the end of
Wing Lok Street, at 8.30 A.M., and returning
from Macao at 7.30 P.M.

The Steamer will lay alongside the S.S.
Plover at the wharf at Macao.

FARE:
1st Class Single Ticket \$2.00, with Cabin \$3.00
Return " \$5.00, " \$5.00
Tiffin and Dinner may be had on Board
at \$1 each meal.
YUK ON & CO., LD.
S. A. NORONHA,
Macao Agent.
Hongkong, 22nd September, 1904. [998]

YOKOHAMA SPECIE BANK.

SEMI-ANNUAL MEETING OF SHAREHOLDERS.

A semi-annual general meeting of the
shareholders of the Yokohama Specie Bank
was held on the 20th instant when the follow-
ing accounts were passed:—

Gross profit 6,489,418.194
Brought forward 427,667.784
Gross Losses 4,582,417.636
Net profit 1,907,000.558
To Ordinary Reserves 200,000.000
To Reserve or Silver 100,000.000

To Dividend (six yen per old,
new and second new share
and three yen per third new
share) 1,080,000.000
To Balance 527,000.558

Mr. Soma, President of the Bank, delivered
a speech at the meeting. He spoke
in part as follows:—"The foreign trade
of Japan has increased despite the war.
The amount of exports during the period
under review was over 130 million yen and
that of imports was over 180 million yen. Com-
pared with the corresponding period of last
year the exports showed an increase of over
11 million yen and imports an increase of over
16 million yen. The excess of imports over
exports was more than 45,160,000 yen. This
was attributable to the large import of various
war materials, sugar, kerosene oil, cereals
and the acquisition of steamers. The exports of
specie during the period under review reached
over 69,840,000 yen. This was due to the large
imports of merchandise payment of freights,
insurance and charterage to foreigners owing
to the lack of native shipping, and to the
remittance home of specie by foreigners who
entertained fears concerning the future of the
Japanese convertible system. The fall of the
exchange rate in consequence of the necessity
of keeping funds in London in order to adjust
the war finances also was partly responsible.
As to the conditions of trade abroad, commerce
and industry in Great Britain and the United
States were normal, and were not affected by
the Russo-Japanese war. Trade in North China
and Shanghai was unfavourably affected by the
war. Owing to the plentiful crop of agricultural
products in India the trade with that country
was satisfactory. Owing to the above cir-
cumstances, the Bank frequently suffered
inconvenience in its business dealings. The
necessity of keeping funds abroad compelled
the Bank to make efforts to purchase bills.
Owing to the large imports of merchandise, the
large imports of merchandise, the exchange
transactions for the payment of the prices, with
the exception of those of the special kinds of
merchandise, were entrusted to other banks.
The demands for export bills by these banks
and also the remittances by foreigners who
entertained fears of the convertible system
caused a fall in the exchange rate, and specie
was continually exported for months. Not-
withstanding the disadvantage of purchasing
export bills at such a time, however, the Bank
did its best to furnish facilities in the interests
of the export trade. It regrets that it was
sometimes unable to furnish sufficient facilities
to the import traders. The Newchwang branch
of the Bank was reopened on August 4th and
an agency was established at Dainy on the 22nd
of the same month. At present the
principal business is the exchange of military
notes, but an increase of business is expected
when affairs become tranquil."

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 22nd June, 1904. [754]

A. S. WATSON & CO., LIMITED.

ISSUE OF 30,000 NEW SHARES OF \$10 EACH.

THE TRANSFER BOOKS of the Com-
pany will be CLOSED from the 28th
September, to 8th October, 1904, both days
inclusive.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 27th September, 1904. [1079]

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Practically all Siamese sapphires come from the district of Phailin in Battambang. Rubies are worked in a small way in the same district; but the chief ruby workings are in Chantaboon and Krati.

The gem mining districts are, for the most part, exceedingly unhealthy; this fact being a great bar to European enterprise in this line.

Tin is the only metal the working of which is of any importance in Siam. Tin is found in small quantities in the valley of the Nam Sak River and in various places in Northern Siam, but all the deposits of importance are derived from, and lie adjacent to, the great line of granite upheaval which forms the boundary range between Central Siam and Tenasserim, is the backbone of the Malay Peninsula, and may be traced down to the Dutch islands of Billiton, Banca, and Simep. This great line of granite is the source of practically all the vast alluvial deposits of tin which are found in Siam and the British and Dutch East Indian possessions. The Siamese territory is probably as well off in this respect as either the British or Dutch, and the deposits are very widely distributed. Of the Siamese possessions in the Malay Peninsula, tin is at the present time being worked in the following provinces: East Coast—Ratburi, Bangtaphan, Langsuan, Chaiya, Bandon, Lakon, Jalor, Rangoi, Rahman, Kelantan, and Tringau West Coast—Kra, Renong, Taku-par, Pangar, Takuatung, Puket, Trang, Stul, Peris, Kedah.

In some of the provinces the works are small and unimportant; but the total annual production is little short of five thousand long tons, of a value of about £500,000 taking the price of tin at £120 per long ton.

Generally speaking, all the mining is in the hands of Chinese, the labour is Chinese, and the smelting is locally by Chinese methods. The only exception to these generalisations are that one British and one Dutch company are working in Kedah, an American company is making a small commencement in Bangtaphan, and a British smelting company is establishing an ore-buying agency in Puket. The number of Siamese and Malays engaged in tin-mining is very small.

There is an enormous field for the expansion of the tin-mining industry in the Siamese possessions in the Malay Peninsula; and considerable activity in prospecting on the part of European capitalists has lately been shown.

At present, Puket Island (on the West Coast) is the most important tin-mining centre in all the Siamese States; but Kedah, Takupar, and Renong (also on the West Coast) have a considerable mining industry. On the East Coast, Lakon Sri Tammarat and Jalor (port Patani) are the chief centres. The most promising districts for future developments are in Kedah, Rahman, Jalor, Takuatung, and Renong.

Though it may seem somewhat encouraging to note an increase of 350,000 dollars (gold) in the revenue of the Manila Railway Company for 1903, any satisfaction that may be felt will be modified by the rise in the expenditure of 168,000 dollars, whereby the percentage to the gross receipts advanced from 42.39 per cent. to 43.64 per cent. The net surplus amounts to 894,847 dollars, which at the exchange of 28. per dollar, gives £89,485 in sterling, whilst the profit on working the quay was £353. There was a loss on exchange of £7,554, charges in Europe absorbed £3,554, and after writing off £2,349 as the balance of land tax and duties appertaining to 1902, the revenue is reduced to £76,380. No definite settlement of the company's claims on the Governments of the United States and the Philippine Islands has been arrived at. It appears that a provisional arrangement was made with the Philippine Government in July, 1903, but was not confirmed by the authorities at Washington, on the ground that some additional railway legislation for the Philippine Islands was projected, and that it would be inconvenient to settle with the company until the legislation was completed. With the object of facilitating the settlement of the company's claims, as well as obviating possible competition, the directors accepted concessions from the Philippine Government to construct and operate extensions of the present system estimated to cost £269,000. At the forthcoming meeting resolutions are to be submitted for creating 1,000 new £1 deferred shares.—*Strait Times.*

THE MANILA RAILWAY.

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Intimations.



A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS

ESTABLISHED A.D. 1841.

THE FINE

MELLOW

FLAVOUR

OF OUR CELEBRATED

E

BLEND

VERY OLD LIQUEUR

SCOTCH

WHISKY.

IS ATTAINED ONLY BY

Great Age, being
thoroughly matured
and Superior Quality
Uniformly Maintained.

Price \$16.50 per Dozen.

A. S. WATSON & Co.,
LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 15th September, 1904.

TELEPHONE NO. 159.
CABLE ADDRESS: "ACHER," HONGKONG
A. B. C. CODE, 4TH EDITION.
ESTABLISHED 1859.

A CHEE & CO.,

祥利廣

17, QUEEN'S ROAD.

FURNITURE
DEALERS.

DRAWING-ROOM,

DINING-ROOM,

and BED-ROOM

FURNITURE.

ELECTRO-PLATED,

GLASS, and

CHINA WARES.

PASTEUR'S MICROBE-PROOF

FILTERS,

ROCHESTER LAMPS,

WHITE TURKISH TOWELS.

COUNTERPANES.

KITCHEN UTENSILS, and

HOUSEHOLD REQUISITES.

PHOTOGRAPHIC

DEVELOPING and PRINTING

UNDERTAKEN FOR AMATEURS.

GOOD WORK.

PROMPT RETURN.

Hongkong, 8th January, 1904.

E. C. WILKS & Co.,

MARINE SURVEYORS,

CONSULTING ENGINEERS AND

NAVAL ARCHITECTS.

COLLISIONS and Damages Surveyed.

Salvage Work undertaken.

Ship Designs and Specifications prepared.

Agents for the Construction and Sale of Steam

and Motor Launches.

Contract for New Tonnage on reasonable terms

with First-class Builders.

A large stock of Canadian Asbestos and

Asbestolite goods kept.

Agents for Messrs. Allen & Sons Electrical

Plant and Centrifugal Pumps.

Telegram Address: "MARINEWORK."

Telephone:—No. 358.

Hongkong, 3rd May, 1904.

NOTICE.

All communications intended for publication in
"THE HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Ice House Road, and
should be accompanied by the Writer's Name and
Address.
Ordinary business communications should be addressed
to The Manager.
The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$50 per annum.
WEEKLY—\$15 per annum.
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accessible to messenger. On copies sent by post an
additional \$1.00 per quarter is charged for postage.
The postage on the weekly issue to any part of the
world is 30 cents per quarter.
Single Copies, Daily, ten cents; Weekly, twenty-
five cents.

DEATH.

At the Government Civil Hospital, LAWRENCE
MALLORY. Aged 58. The funeral will pass
the Monument, Happy Valley, at 5 p.m. to-
morrow, Thursday, the 29th inst. Friends are
invited to attend.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, SEPT. 28, 1904.

LOCAL AND GENERAL.

If Moses had caused beer to gush from the
smitten rock he would have been more in line
with modern thought, says the *Philadelphia*
North American.

The *Malay Mail* hears that a theodolite and
a coolie are missing from the Matang River
Survey. It is conjectured that the coolie fell
into the hand (?) of a tiger.

ACCORDING to a Paris telegram, of the 19th
inst., General Stoessel rejected a fresh demand
for the surrender of the fortress, and threatened
to hang, henceforth, all bearers of such flags of
truce.

It is announced that Mr. John Innes, the late
squire and lord of the manor of Merton, Wim-
bledon, has bequeathed a sum of £300,000 for
the cost of erecting and maintaining a museum
for Merton.

STRANGE items are included in the cargoes of
some of the ships arriving at Singapore. The
other day the s.s. *Ruby*, arrived from Palembang,
with a full grown tiger which is now
offered for sale.

An old woman, named Makino Masa, has
lodged a claim in the Tokio District Court
against Marshal Marquis Oyama, and the
hearing was to take place on Sept. 20th. It is
claimed that the carriage of Marchioness
Oyama injured plaintiff on a road near the
dwelling of the former, and the defendant re-
fused to give compensation.

The two Chinamen who were charged with
decoying two others into Hongkong for the
purpose of emigration to the Straits Settle-
ments, under circumstances already recorded
in these columns, were sentenced by Mr.
Wolfe to four months' hard labour, and six
hours in the stocks. A witness called for the
defence was fined \$10 on conviction of giving
false evidence on their behalf.

GENERAL Luke E. Wright, Governor of the
Philippine Islands, has definitely refused to
pardon Mr. Edward F. O'Brien, editor of the
Manila Sunday Sun, now undergoing a term
of imprisonment for libelling a Filipino mem-
ber of the Civil Commission. A petition, signed
by all the journalists in Manila, was sent to
the Governor praying for the pardon of Mr.
O'Brien, but the Governor refused it's prayer.

TO-DAY is the forty-first anniversary of the births
of the King and Queen of Portugal, who were
born on the 28th day of September, 1863. H. M.
Dom Carlos married, in 1886, Princess Amélie,
daughter of the late Comte de Paris, and suc-
ceeded to the Throne of Portugal in 1889. He
has two sons, his heir apparent being the
Prince Royal, Luiz Filipe, Duque de Braganza,
born 21st of March 1887, now seventeen years
of age.

Two Excise officers were placed before Mr.
E. D. C. Wolfe, at the Magistracy on the charge
of assault. They stopped a man to search him
for suspected possession of illicit opium, and
as the man objected to being searched, the
accused battered him over the head and face,
causing severe cuts and contusions. They
were fined \$5 each, and ordered to pay \$1
each as compensation to the complainant.
He had no opium.

It is reported that the Selangor Club has
raised the question of the donations for the
expense of the cricket team to represent the
colony and F. M. S., in the match against
Hongkong and the Straits. The Chairman,
Captain Talbot, stated that the Club had been
approached for the reason that no member
could weaken the team by not being able to
play owing to pecuniary reasons. Those who
could afford it would pay their own expenses
no doubt. The public would help greatly by
contributing, for only in case of extreme neces-
sity would the money be used.

Mr. Hugh Clifford, formerly famous in connection
with Malaysia and Borneo, was sent to
Trinidad last year to act as Colonial Secretary,
and now that the old holder—Sir Clement
Knollys—has been promoted away, he has
been confirmed in the appointment. Mr. Clif-
ford is still quite a young man, but he has
through a great deal of work. He has written
over half a dozen interesting and successful
volumes on his Eastern experiences, and, in
collaboration with Sir Frank Swettenham,
compiled a very useful dictionary of the Malay
language. Mr. Clifford is a son of the late
Major-Gen. Sir Hugh Clifford, who won both
the K.C.M.G. and the V.C. in his time, and a
near relative, of course, of Lord Clifford of
Chudleigh.

The Chinaman who had his hands and child
blown off with dynamite, as recorded in this
column last evening, died in the Government
Civil Hospital, at 10.45 this morning.

THE employers of the shark-fin dealers remain
on strike, and firmly refuse to accept any-
thing but the specific acquiescence in their
own demands. The number now on strike is
understood to be about 100 men.

SIXTEEN gamblers were lined up before Mr.
E. D. C. Wolfe to-day, and on conviction the
runners of the game were fined \$50 each, and
the players \$3 each. It was a remarkable fact
that they were all "only looking on," when
caught!

INSPECTOR Ford charged three stall-keepers
at the market at Apichau, near Aberdeen, with
using false weights, and thus defrauding cus-
tomers. They were fined \$50 each, by Mr.
Wolfe, and the weights were ordered to be
destroyed.

WE are informed by Messrs. Gibb Livingston
and Company, that the s.s. *Cranley* arrived at
Chinwaning yesterday, and is embarking coolies
for South Africa. She is expected to sail for
Durban direct on Saturday next. The *Cranley*
will be followed by the *Courfield*, due here
about the 2nd prox., and then by the *Sikh*, the
latest steamer to be chartered for the coolie
emigration service. Both the steamers will go
to Chinwaning.

THE Committee of the V. R. C. have arranged
another pleasant re-union for the 15th proximo.
It will take the form of a modified regatta,
to be followed in the evening by an entertain-
ment and smoking concert. Rowing is being
vigorously practised nightly at the enclosure,
and already five teams have entered. In four-
oared boats, the five skippers are as follows:
J. Witchell, R. Witchell, E. Lammert, L. A.
Musso, and Rapp.

"MACAO, the Holy City, the Gem of the Orient
Earth" is the title of a new book which will be
published about the middle of November.
From the pen of that gifted Oriental scholar,
Mr. J. Dyer Ball, M.R.A.S., the book may be
relied upon to be brightly and comprehensively
written, and we should advise all lovers of
things Far Eastern to be early with their
orders. The work, which is now in the press,
will be published by the China Baptist Publi-
cation Society, Canton.

WE have received a letter from Mr. and Mrs.
George O'Malley announcing their arrival here
from Saigon. It seems that they are on the
tramp for \$75,000, which they expect to receive
upon arrival at San Francisco. They state
that they accomplished on foot the circum-
ference of the world, and are now hoping to
make enough money, by giving lectures and
selling postcards and photographs, to take
them in sight of the prize. They call on us
to-morrow. Thursday is a busy day!

In the *British Weekly*, under date 17th March,
Dr. James L. Maxwell, of Taiwan, Formosa
emphasis what he terms "the special folly of
allowing Hongkong to be the recruiting centre
for coolies to the Transvaal." Dr. Ewart, U.B.,
late Surgeon-General to His Majesty's troops in
Hongkong and China, speaks of Hongkong,
he says, "as a plague volcano," and refers to
the recruiting of coolies for the Transvaal in
the following terms: "One must protest in the
name of common humanity, to allowing this
poison-laden port to be the entrepot and em-
barkation depot of a Chinese coolie-trade which
is quite certain to infect a new continent with
its terribly destructive germ."—Comment is
needless.

THE business of coolie emigration from this
Colony to the Straits Settlements and Federat-
ed Malay States is becoming a matter seriously
calling for the further attention of the authori-
ties. There were several men and women
charged to-day with enticing men and girls
here with the object of sending them to Singa-
pore, and a number of prominent lawyers were
engaged in the prosecutions. These cases were
remanded for further evidence, and that the
offences are recognised as serious is evidenced
by the fact that bail was set variously at \$500
and \$800 for the men, and \$250 and \$500 for the
women accused. This sort of emigration must
be stopped, and the sooner the better.

WE understand that the meeting of the Hong-
kong St. Andrew's Society took place last
evening at the City Hall, when office-bearers
for the ensuing year were elected, and it was
arranged to hold the usual St. Andrew's Ball.
For some reason or other, however, reporters
are rigorously debarred from attending the
deliberations of this body. "We cannot refrain
from commenting upon this Star Chamber
line of action, for it is obvious that the pro-
ceedings would be of great public interest in
such a community as Hongkong, where the
Scotch element is so preponderant. It means
that probably nine-tenths of the members of
the Society who, for various reasons were un-
able to attend, are left utterly in the dark as to
the business transacted. In other Eastern
centres the meetings of the Society are gladly
opened to the Press.

At the half yearly meeting of the Tánjong
Pagar Dock Co., the Hon. W. P. Waddell
(chairman) mentioned that at the request of the
London Consulting Committee, the Managing
Director left Singapore early in June to confer
with Messrs. Coode Son and Matthews in con-
nection with schemes for improving and de-
veloping the Company's property, and a week
ago the directors had a telegram advising them
that as negotiations were still proceeding, Mr.
Nicholson's departure would be delayed until
early next month, to enable him to complete
his report. After mature deliberation, the
Board decided to widen both the Victoria and
Albert Docks. This work has been put in
hand, and when the alterations are completed,
the Company hope to be able to take at least
concerned, to dock and repair almost the
largest steamer that touch at that port.

PREPARATIONS are in progress at Macao for
illuminating the city this evening in honour of
the birthday of the King and Queen of
Portugal.

OWING to indisposition Mr. J. H. Kemp, Acting
Chief Magistrate, was unable to take his seat
in Court this morning. His cases were there-
fore transferred to Mr. Wolfe's Court.

News from Batavia, dated 16th inst., says that
at Samarang a Sergeant and two privates have
been arrested on suspicion of having sold cer-
tain plans of military defence-works to a for-
eign Power.

SEVEN coolies were charged before Mr. Wolfe
with cutting and wounding another, in a quarrel
over possession of a wheel-barrow. Three
were each fined \$25 and ordered to pay \$5 as
compensation. There was not sufficient evidence
to convict the other four, who were therefore
discharged.

THE proposal to form a Cricket Club in Kow-
loon will be discussed at a meeting to be held
at the Seamen's Institute to-night at 9 o'clock.
A number of influential residents have signified
their intention to be present, and the promoters
cordially invite the assistance of everybody
interested in Kowloon.

WE understand that the French cruiser *Foudre*,
with a flotilla of nine torpedo-boats, is expected
here shortly on the way up to Saigon. These
vessels, like the last convoy, will probably coal
here instead of at Pulo Welh, as has been the
custom of the French warships for some years
back. The new *entente*, and the tactfulness of
the French Consul here, Count de Bondy, have
brought about a complete change in affairs, and
the coaling facilities of Singapore are no longer
boycotted by the French naval authorities.—
Straits Times.

THE shroff at the Magistracy met with a piece
of hard luck yesterday. A man was fine \$100
and sent a friend to the shroff to pay the fine.
But it was necessary for the defendant to be
present at the payment, and the friend was
sent to call him. The two men returned to-
gether, and the shroff asked for the \$100. The
friend stated he had passed it through the
pigeon hole to the shroff's desk. A search was
made, but it did not disclose the note. And
now the shroff has the alternative confronting
him of finding the thief or making good the
missing sum.

THE *Japan Mail* states that the hearing of the
case in which the liquidator of the bankrupt
firm of Messrs. Mogilyan, Heimann and Co.
claims \$226,250 from Messrs. Samuel Samuel
and Co. will take place on Oct. 22nd in the
Court of Cassation. It may be remembered
that on May 29th, 1904, judgment was given
in the Yokohama District Court in favour of
the liquidator of the bankrupt firm. Messrs.
Samuel Samuel and Co. having appealed to the
Tokio Appeal Court against the decision given
in the lower Court, judgment was this time
given in favour of Messrs. Samuel Samuel and
Co. which was rendered on June 9th this year.
Mr. Hioki, the liquidator, then appealed to the
Court of Cassation.

A PITIFUL object was placed before Mr. Wolfe
this morning on the charge of illegal posses-
sion of uncertificated opium. The man was a
mere bag of bones, with hollow cheeks and
sunken eyes, and presented all the appear-
ance of an animated corpse. He had lost the
use of his legs, and thus had to be carried into
Court and deposited on the floor, his hands
also being useless from disease. It appeared
that he had been several times before the
Court on similar charges and had several pre-
vious convictions. He was fined \$5 or four-
teen days' hard labour, and, although his limbs
were useless, he "went in," though probably
his destination will be the hospital, for which
he was a more fitting inmate than the gaol.
The man appeared to be at the point of death,
though the sergeant in charge of the case said
he had been in that condition for the past four
years.

AMONG the passengers travelling on the N. D.
L. mail steamer *Bayern*, are Masters V. Aizenza
and Candido Ontanon, for five years students
at St. Joseph's College. They have passed all of
the Government examinations, in addition to
the Oxford Junior, and the authorities are now
waiting to learn whether the boys have also
succeeded in the Oxford Senior. The scholars
are now bound for London, via Southampton,
where they are taking up medicine and law,
respectively. Shortly before the *Bayern* was
timed to start Dr. Sylvester, the director of the
College, and a good number of the boys, accom-
panied by several friends, including Father
Nava, Vice-Procurator, Dr. J. Lukban, Messrs.
Vicente Aizenza and E. F. Agoncillo, went
over to Kowloon in launches chartered for the
occasion and gave the young travellers a hearty
send off on the start of their five years' absence
from Hongkong. It is interesting to know that
Master Vazquez, a former pupil of the College,
is now completing his studies in medicine at
London. Such facts as these, while showing
that parents are ready and willing to go to
considerable expense in educating their sons,
are surely suggestive of the importance of steps
being taken by the government to provide
facilities for advanced studies in the Colony.
Let us have a scholarship or two, and stimulate
healthy competition among the younger genera-
tion.

THE WEATHER.

The following report is from Mr. J. I. Plum-
mer, Chief Assistant of the Hongkong Obser-
vatory:
On the 28th at 11.40 a.m. The barometer is
stationary at the extreme north and has fallen
at all other stations.
The greatest pressure is now found in the
north of China and the least in the Pacific, east
of Luzon, where a depression is probably
forming.
Gradients are moderate on the China Coast,
and moderate N.E. winds will be met with in the
Formosa Channel, and light variable winds in the
southward and eastward of Hongkong.
Forecast—Light variable winds, fine.

DUGLAS STEAMSHIP CO., LTD.

GENERAL MEETING OF SHAREHOLDERS.

The twenty-first ordinary general meeting of
the shareholders in the above Company, was
held at the offices of the Company at noon to-
day. Mr. H. P. White presided, and there
were also present Hon. W. J. Gresson, Hon.
R. Shewan, Mr. A. G. Wood (Director), Mr.
T. F. Hough, J. E. Gomes, Chan King Yu,
Chan Yuk Ting and E. G. Remedios (Secre-
tary).

The Secretary having read the notice conven-
ing the meeting,

The Chairman said:—Gentlemen, the re-
port and accounts having been in your hands
for some days I will, with your permission, fol-
lowing the usual custom, take them as read.
It is a matter of regret that the accounts do not
show a better result, but shareholders must
bear in mind that the year 1903 was one of
particular depression in the shipping trade, of
the world, which rendered competition more
keen than ever. The out-break of the war
benefited us in a measure, but not to the ex-
tent we could have hoped, as although the regu-
lar steamers of the competing line were
withdrawn from their usual runs, for transport
services, their places were immediately filled
by specially chartered steamers, so that com-
petition in the coast and Formosa trades was
still rigorously kept up. I am glad, however, to
be able to state that during the latter part of the
period under review the actual regular trade of
the company showed a slight improvement on
the working of the last few years, an improve-
ment that we sincerely trust will be maintained.
What effect the ultimate outcome of the war
will have on our trade in particular, is difficult
to forecast, but without being unduly sanguine,
we venture to think we may look for better
times; which if they come, the company is in
a sound position to take advantage of. In the
circumstances, the general managers and con-
sulting committee, after due consideration, have
decided to declare a dividend of 4 per cent. out
of the profits of the year's working, apportioning
the balance to depreciation as set forth in the
report. As regards the present year's working,
the earnings so far have been fairly satisfactory,
in spite of delays on account of typhoons and
typhoon warnings. All the steamers of the
company are at present fairly well employed,
and we have hope that at the next general
meeting we shall be in a position to present a
more favourable balance sheet. Before pro-
posing the adoption of the report and account,
I shall be pleased to answer any questions
that shareholders may wish to put.

No questions being asked,

The Chairman then moved the adoption of
the report and accounts.

Mr. T. F. Hough said: I have gone through
the report, and considering the year's working
that it deals with, I think the shareholders will
consider it a satisfactory one. I have followed
the chairman's remarks with a certain amount
of interest, and I am glad to hear that he holds
out such hopeful views for the future. I have
great pleasure in seconding the resolution.

The motion was put and unanimously carried.

Mr. Hough then proposed that the Hon. W.
J. Gresson, the Hon. R. Shewan, Mr. C. H.
Thompson and Mr. A. G. Wood, now forming
the consulting committee be re-elected.

Mr. J. E. Gomes seconded, and the motion
was agreed to.

The Chairman proposed, and Mr. Hough
seconded, the re-election of Messrs. A. R. Lowe
and W. H. Poits as auditors for the current
year, and this was also unanimously carried.

The Chairman thanked those present for
their attendance, and announced that dividend
warrants would be ready to-morrow.

This terminated the proceedings.

A CHINESE PARTNERSHIP.

"EVERYTHING HE COULD LAY HIS HAND ON."

At the Supreme Court this morning, before
Mr. T. Sercombe Smith (Puisne Judge), the Yu
Loong firm, of Lower Lascar Road, sued the
Kwong Tai firm, of 222, Des Vaux Road West,
and the Shui Cheong firm, of 104 Shaikwan,
for the recovery of \$366.85 and \$156.34, res-
pectively, being in respect of goods sold and
delivered.

Mr. E. J. Grist (Messrs. Wilkinson and Grist),
appeared for the plaintiffs, and Mr. John
Hastings for the defence.

Mr. Hastings, for the defendants, said that
they had received notice from one of the part-
ners in the plaintiff firm not to pay the money.
There was a partnership dispute going on,
which had formed the subject of a case in
original jurisdiction, and the partners in the
plaintiff firm, were afraid that one of their
number, named Wong, would receive this
money and abscond. A receiver had been ap-
pointed on their application, and the defendants
had paid the receiver the amounts now sought
to be recovered. He therefore submitted that
the action should be withdrawn.

His Honour said that notice should have
been given to the other side.

Mr. Hastings replied that they had, and that
the plaintiffs knew the money had been paid.

Mr. Grist said he asked for judgment with
costs. There was no doubt that the man in
question had wanted to get hold of all he could
lay his hands on. With regard to the appoint-
ment of a receiver, this man was appointed
subject to him giving security, and that security
had not yet been given. He had, therefore,
not perfected his position.

Mr. Hastings admitted that the security had
not so far been given, but it would be given to-
day. He urged that if any costs should be paid
the money should come out of the money in
the receiver's hands.

After some further argument,

His Honour reserved judgment.

THERE was an oil blaze at Antwerp last month
when £550,000 damage was done, at the new
petroleum installation at the south docks,
where there were tanks belonging to the
Siam and Oil Company, the American Petro-
leum Company, and the Deutsche Bank.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

CANTON CONFLAGRATION

NOW SUBSIDED.

(From Our Correspondent.)

CANTON, 28th Sept., 4 p.m.
The fire at the godowns of Messrs.
Arnold Karberg & Co., in the Back
Reach, has now subsided.

Eighteen thousand tins of oil and
a hundred tins of gasoline were des-
troyed.

BLUEJACKETS AT CANTON

DROWN A CHINAMAN.

It is announced that the Consular
inquiry into the circumstances at-
tending the drowning of a Chinaman,
by American bluejackets, has resulted
in the acceptance of compensation by
the relatives of the deceased.

[A full account of the occurrence is reported
in another column of this issue.—E.A., H.K. T.]

PORTHOMEN PROMENADE CONCERT.

Following is the programme of the prome-
nade concert to be given on the Volunteer
Parade Ground on 5th prox. H.K. the Gov-
ernor and Commodore Dicken have notified
their intention of being present.—

- PART I.
1. Selection. "Les Cloches de Corneville." —
The Band.
 2. Song..... Selected.....<

TELEGRAMS.

(Reuters.)

The Australian Aliens Restriction Act.

LONDON, 26th September.

The Daily Mail's correspondent at Sydney wires that the Australian Government has decided to relax the Aliens Restriction Act in favour of Japanese merchants, students and tourists, but those desirous of staying over a year will require special permission.

The Archbishop of Canterbury in America.

The Archbishop of Canterbury has dined at the White House, in Washington.

LATER.

The Command of the Russian Army in the Far East.

It appears that General Kurapatkin and Grippenberg will be on an equal footing in command of the Russian army in Manchuria, but both will be under Admiral Alexieff.

Around Mukden.

General Kurapatkin wires that the Japanese are preparing an extensive turning movement to the east of Mukden. Several attempts to capture the Kao Tu pass (Kaotung) twelve miles north-east of Beniputze, have been repulsed.

SHIPWRECKED CHINAMEN.

RESCUED AT SEA BY THE P. AND O. "MALTA."

The P. and O. Malta, which left Penang on Sept. 16th, carrying mails for China, and arrived here the other day, was the means of rescuing two shipwrecked Chinamen who were picked up in an exhausted condition on a sampan which was full of water. The Malta left Penang about 9-30 a.m. and in the afternoon soon after observed Pulo Jerajak bearing S. 4° E. the wind being light and weather fine. At 5-25 p.m. something was seen floating about a mile off the ship. This was at first thought to be one of the numerous tree trunks and masses of roots which are often seen floating in the Straits. It was, however, soon apparent that there were two human beings on the object which revealed itself as a sampan which was full of water. It turned out that there were two Chinamen on board standing up to their thighs in the water. They waved and shouted and Captain Peters turned the ship round very skilfully and brought her right alongside the sampan a manoeuvre requiring some care to avoid running right over them. The men were then hoisted on board with ropes the wrecked sampan, the gunwale of which was level with the water, drifting astern. The whole manoeuvre only took some 13 minutes, says the Straits Times. The men who were suffering from exposure and exhaustion having been standing in the water for some days were carefully attended to, rubbed down and fed and the next day were sitting on a hatchway rigged out in some clothing provided by some of the quarter-masters and smoking cigars looking supremely contented. They stated that they belonged to Penang and had gone out some days before to the grounds to catch crabs, but a sudden gale had swamped the boat and blown them into the middle of the Straits where they drifted full of water—they stated that they had been in this condition seven days without food or drink, but probably they had thought the time longer than it really was as though bearing evidence of exposure in their extremities their condition hardly seemed to indicate absence of food for so long. No doubt the fact of their legs being immersed in the water assuaged the pangs of thirst as it is a fact not generally known that those afloat in an open boat without water may sustain life for some time by immersing the extremities in sea water—by means of which a large amount of fluid is absorbed by the skin. The men say they have relatives at Penang and their names are Ng Howe and Gho Kit.

RICE AND JOSS PAPERS.

LUGGAGE TAKEN BY COOLIES TO SOUTH AFRICA.

The following weird list of things, taken by a batch of coolies from Hongkong, for their own consumption in South Africa, is of interest:—5,000 bags rice, each 4 bags red beans. 101 lb. (almost 250) 2 bags green peas. 4 bags green beans. 90 cases ground-nut 1 case red dates. oil. 22 cases fish in salt. 50 bags white beans. 10 baskets garlic. 80 tubs salted vegetables 1 case dried orange tables, 410 lb each. peel. 450 tubs salted turnips. 1 box pepper powder. each 100 lb. 4 sacks gray powder. 150 boxes tea, each (looks like flour). 30 lb. 6 boxes black salted 100 tubs salted olives, beans. each 100 lb. 37 jars vinegar. 150 tubs salted eggs. 30 packets salt. 30 baskets ginger. 4 cases dry flat fish. 15 tubs soy. 6 cases dry shrimps. 209 cases salted bean 2 cases dried oysters. curd. 2 cases dried shell. 1,190 cases fish in oil. fish. 2 cases cuttlefish. 2 cases sea meat. 5 packages stock fish. 1 case lotus nuts. 1 box mussels. 8 cases vermicelli. 2 cases thick mush. 2 cases barley. rooms. 2 cases pearl barley. 2 cases thin mush. 1 basket white nuts. rooms. 12 cases dried bean curd sticks. 6 cases dry bamboo curd sticks. shoots. 3 cases joss papers. 1 case fungus. 10 cases chopsticks. 6 cases lily flowers. 3 cases joss candles. 5 cases seaweed. 20 cases tobacco. They also took with them their outfits—a large quantity of clothing of all sorts, that includes boots, shoes, hats, dogaroes, jinglets, and blankets. There were also native medicines.

THE WAR.

PORT ARTHUR.

A STRANGE STORY.

A remarkable story of the position of Port Arthur comes from Cheloo, and is communicated to us by the Asahi. On Saturday night several foreigners arrived at Cheloo from Port Arthur. Among them was a lady, the wife of a Russian naval captain, and two Russian army officers. The latter crossed to Port Arthur some fifteen days ago from Cheloo with dispatches from General Kuropatkin for General Stoessel, and they returned safely to Cheloo with documents weighing about a hundred pounds destined for the Commander-in-Chief. According to one of these officers the fighting at Port Arthur has reached an unprecedented character. There appears to have been a misunderstanding between the conflicting armies with regard to the use of the Red Cross and white flag, and now the display of such flags is useless as a means either of protection or deception and when such flags are displayed firing is never suspended. In one action last month, says the officer, six hundred Japanese who advanced to assault a position found themselves unable to retreat. They displayed handkerchiefs and otherwise indicated their wish to surrender, but their signs were ignored, and they were fired upon until all were dead. Neither side will suspend fire for the ambulance corps which ventures to pick up the dead and wounded. The consequence is that the dead are heaped in piles within fifteen paces of the forts, and cannot be taken away. The decaying corpses are giving off foul odours and the Russians are compelled to fight from the forts near by with cloths soaked in camphor oil over their nostrils. It is generally believed at Port Arthur that the Japanese will massacre what remains of their enemy when they make an entrance to the fortress. General Stoessel has issued instructions to officers and men to fight to the last, declaring that the hostile feeling on both sides is so great that the Japanese officers may be powerless to prevent their men from committing massacre if the defence fails. The officer reports that there is no beef or mutton in the fortress, only horseflesh and tinned meats. There are still three hundred women at Port Arthur who have refused General Stoessel's offer of safe conduct from the invested stronghold. Many of the Russians are using rifles taken from the Japanese.

FOREIGN OFFICERS MISSING.

Captain-Lieutenant von Gilgenheim, of the German Navy, whose mysterious disappearance after his departure in a junk from Port Arthur, has caused a reward to be offered for information of his whereabouts, was not alone in the junk which carried him out. A French newspaper correspondent and artist, Mr. Marcel Smet van Lerberghe, now stopping at the Beach Hotel, Cheloo, is authority for the statement that the vessel carried Lieutenant de Cuverville, a French military attaché who had been in Port Arthur with the representatives of other nations. Lieutenant de Cuverville has also disappeared, says the Cheloo Daily News, and it begins to look as if they have both met with a mishap, possibly sacrificing their lives. Just a month has passed since their junk set sail, and the probabilities are strongly against any other explanation than that they have met an untimely fate. They would have easy and comparatively quick means of communication with Chinese ports, had they been shipwrecked and thrown safely upon any portion of the Korean, Manchurian or China coast, or the islands in the vicinity. Had they been taken in hand by the Japanese, some word would have been received from them before this.

STEAMER STRANDED.

CARRYING WAR MUNITIONS FOR VLADIVOSTOK.

The Asahi has received news from Sapporo that on the 16th inst. a foreign steamer of about a thousand tons was stranded near Kanemoye, Eterup. There being no hope of the steamer being floated, fifteen of the crew, British, Americans, and Germans, are encamped on the shore. The steamer carries munitions of war and was on her way from Shanghai to Vladivostok. It is stated the foregoing news was telegraphed to the Hokkaido Government by the Mayor of Rubetsu through the Mayor of Nemuro.

THE DALLAS AND BANDMANN COMPANY.

Writing to Colombo from London, under date August 28, Mr. Henry Dallas says that the new Company which is taking out will appear there on October 29, in the great success achieved at Daly's Theatre, The Country Girl. The Company is by far the strongest yet attempted. Mr. Dallas adds "I went to Brighton yesterday to see the scenery which is being painted at the Theatre Royal by Mr. H. L. Lee, my scenic artist, assisted by Mr. Belby, the resident artist of the Royal. Either of these gentlemen's names is sufficient guarantee of the excellence of their work, but they have surpassed themselves. In the repertoire of new plays that Mr. Dallas is bringing out is The Changeling, another Daly success. We believe that the Company intend coming on to Hongkong."

TROUBLE AT CANTON.

FOOLISH BLUEJACKETS.

DROWN A CHINAMAN.

(From Our Correspondent.)

Canton, 27th Sept. A few American sailors from the U.S.S. Helena, had shore leave yesterday, and appeared to have taken more liquid than was necessary to quench an ordinary thirst. The result was that, after fooling in the city they started playing fast and loose on the Shamien, and but for the prompt action of the British Consular Staff, with the assistance of the commander of H.M.S. Moorhen, might have got into very serious trouble. While crossing the British bridge leading to the Foreign Concession, they thought it would be highly amusing to throw a Chinaman into the canal. The unfortunate victim of their contemptible folly was the No. 3 comrade of Messrs. Butterfield & Swire's steamer Kamsu. He was crossing the bridge at the time, and stepped to one side in order to let the sailors pass. The men, apparently, were too dense to appreciate the gentlemanly conduct of the Chinaman, who gave them no provocation whatever. They went up to him and, it is alleged, threw him over the railings into the dirty water beneath. The poor fellow, apparently unable to swim, was in a drowning condition when he was rescued by some Europeans, who at once resorted to artificial respiration. In this they were unsuccessful for, according to latest information, the man is now dead.

A large crowd of natives witnessed the occurrence, and naturally resented the brutal conduct of the American sailors. The coolies and others became quite excited and showed their anger by shouting and attempting to get on to the Shamien. The situation became so serious that the matter was reported to the Consulate, and a messenger was sent to Commander Noble, of H.M.S. Moorhen, who at once landed a few men with side arms. After a consultation among the officials it was eventually deemed advisable to guard the bridge, and rifles and ten rounds of ammunition were served out to the Bluejackets and a sentry was set for the night.

MINERALS FROM WUCHOW.

Mr. Ernest Alabaster, the acting commissioner of customs, at Wuchow, in referring to the exports from that port in 1903, says that there is good coal at Yunganchow, three days by creek from Hengchow, 60 miles up river; but transport is dear, and only 5 tons can be brought down at a time. Launches would buy it willingly. Of metals, some lead from Kuei-hsien went forward to Hongkong in October; it passed ultimately to Fatsan, where it is worked up into joss ornaments, utensils, etc. The tin exported from here chiefly comes from Patpy, on the Ho-hsien River and in the district of that name. The natives round bring it in dribblets, i.e., in the form of sand, and it is sold or bartered for provisions, etc., the price working out at about \$25 per picul. The metal in the crude state is smelted by the purchasers, with a result of some 65 per cent. tin. The smelted product is sold for about 1/2s. 8 per picul. The tin is nearly pure, being unalloyed, and is given the form of round ingots, about 26 catties by weight each. An expert says, coal, copper, tin, antimony, lead, and plumbago are plentiful in Kuei-hsien; but adds that the native method is to merely remove sufficient rock to get at the ore, and, in consequence, when the better class of ore is reached, the air, for want of ventilation, becomes foul. The smelting furnaces for silver consist of round clay moulds, about 2 feet in diameter, and holding about 1 picul of ore; and the blast is supplied by wooden bellows. The ore is smelted with charcoal, lime being used for flux; and, owing to its not being roasted previous to smelting, the zinc carries off a large percentage of silver. The lead is cupelled for the extraction of silver on beds of ash made from grass and broken fern, and is heated by charcoal, while the blast is supplied by bellows. Here, again, a large percentage of silver is lost, the resulting bullion being about 920 fine. There are hundreds of these furnaces working in the district, and the fumes given off cause a good deal of sickness from the presence of the lead and arsenic. The local and provincial annals are not silent on the subject of mining. Gold, silver, tin, copper, iron, lead, mercury, and compounds—e.g., malachite and azurite,—with the localities where found, and methods adopted, are all referred to. Native gold, for example, is reported as found in the sandy soil of the fields and moors of Tung-shan, to the south-west; silver is stated as coming from Ho-hsien; copper, from Nanning, etc.

THE Bristol Mercury says that Lord Dundonald sailed at the end of August to take up the command of the troops in Ceylon for about a year. A rumour is current in official circles that Lord Dundonald has been selected for the Governorship and Commandership-in-Chief at Ceylon. Nothing is known at the various offices of steamship companies running steamers to Ceylon re Lord Dundonald having sailed, or booked passage.

THE CANTON BLAZE.

WORKMAN'S NARROW ESCAPE.

ESTIMATED DAMAGE.

(From Our Correspondent.)

Canton, 27th September. Although accustomed to many incipient fires in the course of a year, it is not often that we have such a tremendous blaze as that which is now sending clouds of dense smoke into the sky, away over the Back Reach. At five o'clock yesterday afternoon news was received on the Shamien that Messrs. Arnold Karberg and Co.'s godowns and storage tanks, some three-quarters of a mile from the Concession, on the Fat side of the Back Reach, were in a blaze, and evidence was not wanting that a huge fire was in progress. Many of the foreigners hastened away to the scene, and anxiously awaited the exploding of the two large tanks, facing the site where Messrs. Butterfield & Swire's spacious godowns are being erected. In a very short space of time the whole of the building used for tin making, soldering and tinning was one mass of flame, and the premises set aside for storing the oil already tinned was quickly ignited and shared the same fate. At the time that the fire broke out the Shell Transport Company's steamer Ataka, was lying alongside the wharf waiting to discharge a cargo 360 odd tons of bulk oil, but fortunately she had steam up and was able to slip her moorings and drift down stream to the vicinity of the Macao Forts.

The crowd increased every minute, and many were the conjectures regarding the fate of the two tanks. The holding capacity of the largest of these is over 340,000 gallons, and the smallest is capable of storing 18,000 gallons. Fortunately, the wind was blowing from the south-west and drove the flames in the direction of the water where the Ataka had lately been lying.

Mr. F. Xavier, the man in charge of the tanks and godowns, as badly burned about the feet by the flowing oil, and an Indian watchman took him into the river and so extinguished the flames. He was taken to the Shamien where every possible attention was shown him. At six o'clock this morning the fire was burning as fiercely as ever, and as there are no proper appliances on this side of the river it is not at all unlikely that the Bean oil tanks and godowns, which are situated immediately beside those of Messrs. Arnold, Karberg & Co., will be ignited. In all probability it will take a day or more before the fire burns itself out.

ORIGIN.

As to its origin, this seems to be very vague, but from inquiries made by your correspondent it would appear that, one of the Chinese workmen was soldering tins, and his iron, becoming over heated, he rested it on the top of a can of kerosene, by the side of a bunch of well-waxed cotton waste. This at once caught fire, and an attempt was made by Mr. Xavier to remove the lighted tin from the soldering shed. In doing so his clothes caught fire, and he was obliged to drop the can on the ground. As recorded above, the man had to be taken to the river but not before he was badly burned.

THE DAMAGE.

From inquiries made of Messrs. Arnold, Karberg & Co. I have learned that the damage is estimated at about \$70,000, made up as follows:—

Buildings	\$25,000
18,000 tins of oil	38,000
Stores and sundries	7,000

The property of the Shell Transport Company is fully insured in the Hamburg Office.

28th inst.

At a quarter to six last evening when the S.S. Powan left Canton, the fire was still burning, but apparently was in a fair way to self-extinction. The oil tank, which is separated from the godown (now completely wrecked), by the engine house is, happily, intact and the mission buildings, not far from the scene of the outbreak, had in no way suffered. Under the circumstances, even if modern fire fighting appliances had been at hand, it is doubtful if anything could have been done to stay the progress of the flames. The fear expressed that adjoining property would inevitably suffer, is now considered groundless.

THE REURDESCENCE OF BOXERISM.

The Universal Gazette publishes a letter from its Tientsin correspondent stating that it is reported that a new secret society called the Tuanyuan Hui, or the "Original Assembly of Brothers," has started into existence in the prefectures of Taming, in Chihli province, and Changtse, in Honan province, whose policy is decidedly anti-foreign. This secret society is apparently known to the foreign legations in Peking, for the Ministers of Great Britain, France, Italy and Belgium are said to have repeatedly notified the Waiwupu about its existence and aims, and have called upon that Board to inform the Governor of Honan and require him to see at once to granting foreigners in his province proper protection. Governor Chen Kwei-lung, however, did not apparently think the matter to be of such a dangerous nature as to require promulgation, as he tried to ignore the affair. The other day, it having come to the knowledge of the Italian Minister in Peking that the society had fixed upon the 15th of September for a general rising that official at once notified the fact to Waiwupu, stating that a desperado had been arrested at Taming (Chihli province), who confessed to the projected rising and calling upon the Waiwupu to see about protecting foreigners in two provinces of Chihli and Honan without delay.

THE S.S. "SAINING."

BOUGHT BY CHINESE.

The S.S. Saining, which was burned and sunk, as reported in these columns last night, was sold privately this morning, just as she lies, to a Chinese shipper from Canton, for \$1,100. She is expected to be raised to-morrow, when she will be placed in dock. Her boilers will then be removed, and replaced with new ones.

R.A.O.B.

A regular meeting of the King Edward VII Lodge was held in the R.A.O.B. Club rooms on Tuesday. The following is a list of the officers elected during the ensuing month and quarter: Sitting Primus... Primo S. D. Seina. (monthly) City Chamberlain... Bro. F. W. Rogers (monthly) City Tyler... Bro. Eagle on (monthly) City Secretary... Primo J. J. Blake (quarterly) Asst. City Secretary... Bro. Thos. Webb City Treasurer... Bro. Young Hu (quarterly) City Chamberlain... Bro. Skinner (monthly) City Physician... Primo F. errie (monthly) City Waiter... Primo Radcliff (quarterly) Asst. City Waiter... Primo Madar (quarterly) City Taster... Bro. Chua Beng Chan City Co-ordinator... Bro. Glendinning City Register... Primo Musso City Musrel... Bro. Sheffield Al. de Beuvelence... Primo Hyett. Amusical evening followed, and the meeting terminated at midnight.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

PHILIPPINES AND AMERICAN ISLANDS.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." SIR,—In your issue of last Saturday there appeared an extract from a letter of the Manila correspondent of the London Standard, in which the writer, speaking of the Filipinos, said: "The Filipino child is apt, intelligent, and quick to learn, and, though he has all the vices of his Malay forefathers, and is hot tempered, revengeful and treacherous in the extreme, still there is a hope that the present system of education may reduce, if it does not exterminate, these characteristics." I am not going to discuss the wisdom or the folly of the system of teaching established by the American in that country, nor its effectiveness in correcting the evil of the character of that people. Only time will tell us its worth. All the people of the earth have their own vices. But what I want to remark upon is the allegation of treachery applied so liberally to the whole of one race, and to point out that the correspondent of the Standard is openly contradicting what other foreigners, who are in a position to speak with authority, have said. To quote one. I shall mention Mr. Frederic H. Sawyer, who resided in the Islands for 14 years. He was acting British Consul for the Philippines in 1885, and travelled extensively over the islands, and is the author of a very interesting book on the inhabitants of the Philippines. This writer, in a report sent to the Commissioners of the Treaty of Peace, between the United States and Spain says: "My profession as Colonial engineer brought me into contact with all classes of the community, from the landowner or planter to the labourers and mechanics who worked under my direction. . . . My long experience of them is extremely favourable. They, as I knew them, possess a good deal of self-respect and are of a quiet and calm demeanour. . . . Altogether, I consider them to be a brave, kindly, intelligent and interesting people, worthy of a better government than they have had." [Not the wire pullers' government.] In conclusion, let me also quote President Schurman of Cornell University and President of the 1st Philippine Commission sent by the late President McKinley, who, in an official report, wrote as follows: "The Filipinos are naturally and normally peaceful, docile and deferential to constituted authority, possessing admirable domestic and personal virtues."

Yours, etc.,

READER.

Hongkong, 27th November, 1904.

THE FIRE ON THE "MARCO POLO."

With regard to the fatal explosion which took place on board the Italian armoured cruiser Marco Polo, while lying at Chemulpo on the 9th inst., it is reported that the explosion was due to the accidental ignition of the powder in the magazine room, while returning the salutes fired by the other foreign warships then lying there, the cruiser is question being the flagship of the commander of the Italian Asiatic squadron. The casualties were five killed and 21 injured, instead of one and 14 as stated in some reports. The funeral of the unfortunate sailors took place at Chemulpo on the 11th inst., when the various warships in port hoisted their flags at half-mast. The injured men are now being treated in hospital on Rose Island.

COMMERCIAL.

SHARE LIST.

Following are some further alterations in Messrs. Benjamin, Kelly & Potts' share quotations:—

Canton Insurances	\$240 b.
Indo-Chinas	125 b.
China and Manilas	25 b.
China Sugars	221 sa. & b.
Hongkong Docks	225 sa. & b.
Kowloon Wharves	113 sa. & b.
West Point	60 s.
Humphreys Estates	12 sa. & b.
A. S. Watsons	143 b.
Jes	247 sa. & b.
Steam Landries	4 b.

To-day's Advertisements.



A KODAK CAMERA. Apply to—CAPTAIN SUPT. OF POLICE. Hongkong, 28th September, 1904. [1083]

PUBLIC AUCTION.

THE Undersigned have received instructions from Captain D. F. TULLOCH, R.A., to Sell by PUBLIC AUCTION, ON FRIDAY,

the 30th September, 1904, at 2.30 P.M., within his residence, No. 4, Knutsford Terrace, Kowloon, THE WHOLE OF HIS HOUSEHOLD FURNITURE, Comprising:—TEAKWOOD HATSTAND with BEVELLED GLASS, JAPANESE SILK EMBROIDERED SCREENS, RATTAN CHAIRS and SOFA, TEAKWOOD DESK with BEVELLED GLASS, PICTURES, TEAKWOOD EXTENSION DINING TABLE, CHAIRS, MARBLE TOP BLACKWOOD FLOWER STAND, TEAKWOOD SIDEBBOARD with BEVELLED GLASS, SINGLE and DOUBLE IRON BEDSTEADS with WIRE and HAIR MATTRESSES, COOKING STOVE and UTENSILS, &c., &c.;

ALSO One Singer's SEWING MACHINE and a quantity of PLANTS in Pots. Catalogues will be issued. TERMS—As usual.

HUGHES & HOUGH, Auctioneers. Hongkong, 28th September, 1904. [1084]

NORDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship "ZIETEN" of the NORDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 9 A.M., TO-MORROW MORNING.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th of October will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 4th of October, at 9.30 A.M.

All Claims must reach us before the 10th of October, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD.

MELCHERS & Co., Agents.

Hongkong, 27th September, 1904. [3]

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"PURNEA,"

Captain J. B. Pearson will be despatched as above, on WEDNESDAY, the 5th October, at Daylight.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 28th September, 1904. [1085]

Intimation.



THE POPULAR SCOTCH IS "BLACK & WHITE"



JAMES BUCHANAN & CO.

SCOTCH WHISKY, DISTILLERS.

By Appointment to

H.M. THE KING

and

H.R.H. THE PRINCE OF WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from the principal Bottlers. [1086]

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"ULYSSES"	3rd October.
GLASGOW and LIVERPOOL	"JASON"	14th October.
GLASGOW and LIVERPOOL	"AGAMEMNON"	22nd October.

S.S. "ULYSSES" left Singapore at daylight to-day, and is expected here at
daylight on the 3rd prox.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"PATROCLUS"	11th October.
GENOA, MARSEILLES & L'POOL	"PINGSUEY"	22nd October.
LONDON, AMSTERDAM & ANTWERP	"ACHILLES"	25th October.
LONDON, AMSTERDAM & ANTWERP	"ULYSSES"	8th November.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"DEUCALION"	1st October.
	"YANGTSE"	1st November.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 28th September, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SWATOW, CHEFOO and TIENTSIN	"KANSHU"	29th September.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"OHINGTU"	3rd October.
CEBU and ILOILO	"KAIFONG"	3rd "
SHANGHAI	"KIUKANG"	3rd "
YOKOHAMA and KOBE	"TAIYUAN"	7th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

† Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 28th September, 1904.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewards carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 1st Oct., at 10 A.M.
RUBI	2540	R. W. Almond	"	SATURDAY, 8th Oct., at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 24th September, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail on
"NICOMEDIA"	4,370	Wagner	October 10th, 1904.
"NUMANTIA"	4,370	"	October 27th, "
"ARABIA"	4,483	Bable	November 19th, "
"ARAGONIA"	5,198	Schuld	December 13th, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, General Agent.

HONGKONG-MACAO LINE.

S.S. "WING CHAI"

Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong on Week
Days, at 7.30 A.M. on Excursion Sundays,
at 8.30 A.M. from Macao, Week Days at about
2 P.M. and Sundays about 7.30 P.M.

FARE:—(Week Days) 1st Class (including
cabin and servant), \$5; Return Ticket, \$5.
2nd Class, \$3; 3rd Class, 50 cents.

On Excursion Sundays, 1st, 2nd, and 3rd Class
Single Ticket, \$2; Return Ticket, \$5. Return
Ticket including Tiffin and Dinner either on
Board or at Macao Hotel, \$5. On Sundays,
\$5 extra will be charged for each cabin with
accommodations for two or more passengers.

WHARF—At the Western end of Wing Lok
Street.

The Steamer runs an Excursion Trip EVERY
SUNDAY. It takes only 3½ hours to reach
Macao.

MING'ON & CO.,
2nd Floor, No. 16, Victoria Street.
Hongkong, 5th January, 1904. [197]

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING"

Captain E. J. Page, of 1,088 tons, Registered,
is the newest, fastest, and most luxuriously
furnished steamer on the line and is lighted
throughout with Electricity; hot and cold water
service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY,
WEDNESDAY and FRIDAY EVENING,
at 9 P.M. and returning from Canton every
following evening at 5 P.M.

1st Class.....\$3.00 for Single Journey.
2nd ".....1.50 "

Meals 1.50 each.

The steamer's wharf is at the Western end
of Wing Lok Street.

YUK ON S.S. CO., LD.,
No. 216, Wing Lok Street.
WENDT & CO.,
Canton Agents.
Hongkong, 24th June, 1904. [104]

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES.
From 1st January, 1904.ALSO REDUCED FARES TO
MANILA AND RETURN.STEAMERS fitted throughout with Electric
Light, First Class Accommodation. Un-
rivalled Table. Duly qualified Surgeon carried.BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904. [819]

STEAM TO CANTON.

THE New Twin Screw Steamers

Tons Captain

"KWONG CHOW" 1,309 J. P. MARTIN.

"KWONG TUNG" 1,338 H. W. WALKER.

Leave Hongkong for Canton at 8.30 Every
Evening (Saturday excepted).

Leave Canton for Hongkong about 5 o'clock
Every Evening (Sunday excepted).

These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity.

Passage Fare—Single Journey\$4.
Meals (Each) 1The Company's Wharf is a Short Distance
West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.
Hongkong, 17th February, 1904. [781]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG"

Captain F. Wheeler, will be despatched as
above, on FRIDAY, the 30th instant, at 4 P.M.

This Steamer has Superior Accommodation
for First-class Passengers, and is fitted through-
out with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 27th September, 1904. [1078]REGULAR STEAMSHIP SERVICE
TO NEW YORK,
VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

1904.	About
"SAGAMI"	3rd October.
"HINDUSTAN"	8th "

For Freight and further Information, apply
toDODWELL & Co., LIMITED,
Agents.
Hongkong, 26th September, 1904.FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship

"CATHERINE APCAR"

Capt. A. Stewart, will be despatched for the
above Ports, on TUESDAY, the 4th proximo,
at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON & Co., LIMITED,
Agents.
Hongkong, 27th September, 1904. [1073]AMERICAN ASIATIC STEAM-
SHIP COMPANY.

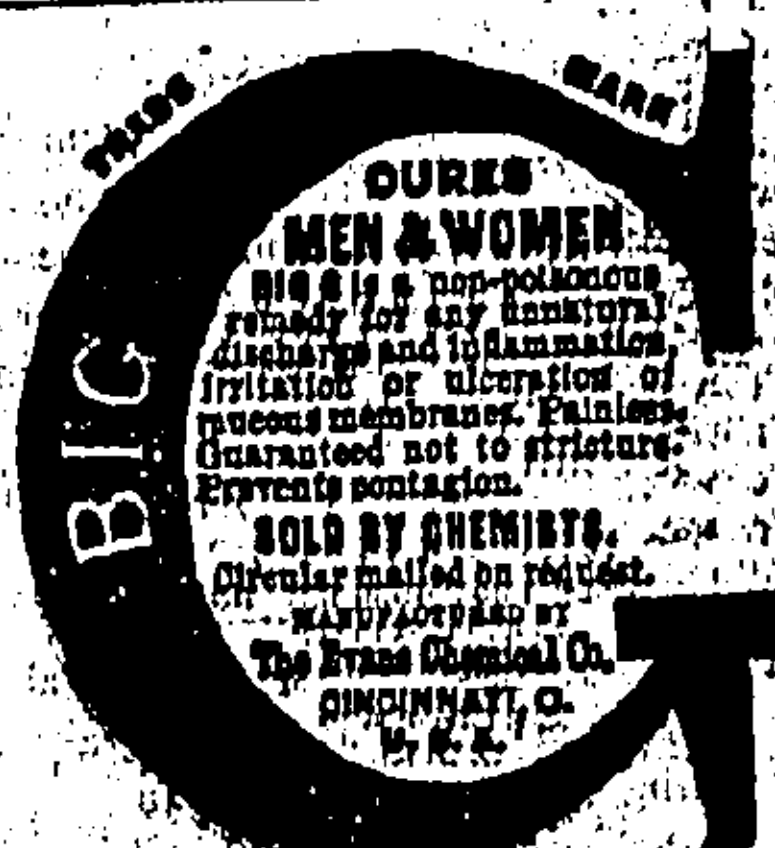
FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"CLAVERBURN"

Captain Parker, will be despatched for the
above Port, on or about TUESDAY, the 18th
October.

For Freight, apply to

SHEWAN, TOMES & Co.,
General Agents.
Hongkong, 15th September, 1904. [1028]

Mails.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS—POSTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, MEDITERRANEAN AND
BLACK SEA PORTS, LONDON,
HAVRE, BORDEAUX;
ALSO
PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 4th October, at
1 P.M., the Company's Steamship
"AUSTRALIEN," Captain Veron, with
Mails; Passengers, Specie and Cargo, will leave
this Port for MARSEILLES, via Ports of
Call, WITHOUT TRANSIT.

Cargo and Specie will be registered for Lon-
don as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.

Shipping Orders will be granted till Noon
only on MONDAY, the 3rd October, Specie
and Parcels received until 4 P.M. on the same
day. No Cargo will be received on board on
TUESDAY.

Parcels are not to be sent on board; they
must be left at the Agency's Office. Contents
and Value of Packages are required.

For further Particulars, apply at the Com-
pany's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 21st September, 1904. [19]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"BENGAL"

Captain G. Phillips, carrying His Majesty's
Mails, will be despatched from this Port for
BOMBAY, on SATURDAY, the 8th October,
at Noon, taking Passengers and Cargo for the
above Ports in connection with the Company's
S.S. India, 7,911 tons, from Colombo. Passen-
gers' accommodation in which vessel is secured
before departure from Hongkong.

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London &c. will be
conveyed from Bombay by the R.M.S. Arabia,
due in London on the 20th November.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 24th September, 1904. [14]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA,

VIA

MOJI, KOBE AND YOKOHAMA.

THE Steamship

"MERIONETHSHIRE"

Captain G. C. Cundy, having arrived from the
above port, Consignees of Cargo are hereby
notified that their Cargo is being discharged
into craft, at their risk, and are requested to
send in their Bills of Lading to the Under-
signed for countersignature, and take imme-
diate delivery.
Cargo not delivered by Noon on 24th instant
will be landed at Consignees' risk and expense.
No Fire Insurance will be effected by us in
any case whatever.ALLAN CAMERON,
General Agent.

Hongkong, 26th September, 1904. [11]

NOTICE TO CONSIGNEES.

FROM KOBE,

THE Steamship

"MERIONETHSHIRE"

Captain G. C. Cundy, having arrived from the
above port, Consignees of Cargo are hereby
notified that their Cargo is being discharged
into craft, at their risk, and are requested to
send in their Bills of Lading to the Under-
signed for countersignature, and take imme-
diate delivery.
Cargo not delivered by Noon on 24th instant
will be landed at Consignees' risk and expense.
No Fire Insurance will be effected by us in
any case whatever.SHEWAN, TOMES & Co.,
Agents.

Hongkong, 23rd September, 1904. [1066]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship

"CATHERINE APCAR"

having arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods
will be delivered from alongside.
Cargo Impeding the discharge will be landed
at once, at Consignees' risk and expense.Cargo remaining on board after the 28th
inst. at 4 P.M. will be landed at Consignees'
risk and expense into the Godowns of the
Hongkong and Kowloon Wharf and Godown
Co., Limited.Consignees of Cargo from SINGAPORE and
PENANG are requested to take IMMEDIATE
DELIVERY of their Goods from alongside,
such Cargo impeding the discharge of the vessel
will be landed and stored at Consignees' risk and
expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DAVID SASSOON & Co., LIMITED
Agents.

Hongkong, 26th September, 1904. [1073]

NOTICE.

THE Public are hereby informed that no
change has been made in the Rates of
Subscription to the Hongkong Telegraph and
they are warned against paying more than
Ten CENTS (10 cts) per Single Copy.THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 30th September, 1903.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"PERA"

FROM ANTWERP, LONDON, PORT
SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.

Optional Goods will be landed here unless
instructions are given to the contrary before
3 P.M., TO-DAY.

Goods not cleared by the 2nd proximo, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an
appointed hour.

All claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.

No claims will be admitted after the goods
have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 26th September, 1904. [4]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"MALTA"

FROM LONDON, PORT SAID, SUEZ,
BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex S.S. Britannia.

From Persian Gulf, ex B.I.S.N. and B. & P.
S. N. Co.'s Steamers.

Optional Goods will be landed here unless
instructions are given to the contrary before
5 P.M., TO-DAY.

Goods not cleared by the 30th instant, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an ap-
pointed hour.

All claims must be presented within ten days
of the steamer's arrival here after which date
they cannot be recognised.

No claims will be admitted after the Goods
have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 23rd September, 1904. [14]

THE PORTLAND AND ASIATIC
STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

S.S. "NICOMEDIA"

FROM PORTLAND (OR), YOKOHAMA,
KOBE AND MOJI.THE above steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for Countersigna-
ture and to take immediate delivery of their
goods from alongside.

Cargo impeding the discharge of the vessel
will be landed and stored at Consignees' risk
and expense.

No Fire Insurance will be effected by us in
any case whatever.

ALLAN CAMERON,
General Agent.

Hongkong, 26th September, 1904. [11]

NOTICE TO CONSIGNEES.

FROM KOBE,

THE Steamship

"MERIONETHSHIRE"

Captain G. C. Cundy, having arrived from the
above port, Consignees of Cargo are hereby
notified that their Cargo is being discharged
into craft, at their risk, and are requested to
send in their Bills of Lading to the Under-
signed for countersignature, and take imme-
diate delivery.
Cargo not delivered by Noon on 24th instant
will be landed at Consignees' risk and expense.
No Fire Insurance will be effected by us in
any case whatever.SHEWAN, TOMES & Co.,
Agents.

Hongkong, 23rd September, 1904. [1066]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship

"CATHERINE APCAR"

having arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods
will be delivered from alongside.
Cargo Impeding the discharge will be landed
at once, at Consignees' risk and expense.Cargo remaining on board after the 28th
inst. at 4 P.M. will be landed at Consignees'
risk and expense into the Godowns of the
Hongkong and Kowloon Wharf and Godown
Co., Limited.Consignees of Cargo from SINGAPORE and
PENANG are requested to take IMMEDIATE
DELIVERY of their Goods from alongside,
such Cargo impeding the discharge of the vessel
will be landed and stored at Consignees' risk and
expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

430 11 0 12 13

PEAK.

Hentlie, J. M.	Mosse, Major
Henry, M. P.	Muelle, Consul E.
Nenson, Major & Mrs.	Oilla, F. B.
Black, Mr. & Mrs. W.	O'Neill, Mr.
Bourchier, Mr. & Mrs.	Pheldrake, Capt.
Brown, Col. F. L.	Pollock, K.C., Mr.
Bruins, J.	Post, N.
Chapman, A.	Powell, P. J.
Chichester, Major and	Poxton, Mr.
Mrs. A. A.	Sawyer, Mrs.
Donald, W. H.	Smith, C. W.
Dymock, Lieut. A.	Smith, Mr. and Mrs.
Frer, Col. G. H.	Spacknavor, W. O. C.
French, Major G. A.	Steenenson, D.
Galloway, A.-D.	Stokes, Mr.
Grant, A. K.	Stopani, Mr.
Guibert, Mr. and Mrs.	Stoppa, Mr.
Hassan, Mr.	Thomson, Mr. & Mrs.
Holborow, Mr.	W.
Hudig, D.	Watkins, R.E., Capt.
Jeffries, H. U.	and Mrs.
Joseph, Mr. and Mrs.	Watson, 'Comdr. and
Keeling, Major C. L.	Mrs.
Karel, K.	Watson, Mr. and Mrs.
Laing, Mr.	M.
Martin, R.	Wenborn, S. T.
McDonald, Mr. & Mrs.	White, Dr. and Mrs.
M.	M. J.
Moxon, Mr. and Mrs.	Williamson, Mrs. W.
Herbert	Yates, Mr. & Mrs. C. C.

ALBUQUERQUE, N.M.

WIRE

Hongkong, 12th April, 1904. Manager. (6)

—Messrs. V. Atienza, J. Bay, Mr. and Mrs. D. O. Bekking and children, Mr. and Mrs. J. Blank, Messrs. G. Bodewell, Ernst Bühler,

Centmere, Br. bq., 2,334, Burch, 14th June,—
New York 29th Jan., Kerosine.—S. O. Co.
Queen Elisabeth, Br. ship, 1,700, C. E. Fulton,

Arrivals at Home—6th September—*Dionid, Kintuck.* 10th September—*Ningchow.*

Vestal	111	111	111	111	111	sloop	111	111	111	111	111
Virago	111	111	111	111	111	torpedo boat destroyer	111	111	111	111	111
Waterwitch	111	111	111	111	111	surveying ship	111	111	111	111	111
Whisper	111	111	111	111	111	torpedo boat destroyer	111	111	111	111	111

Wardrop, Mr. & Mrs.
and child

363	3	200	Lieut.-Comman
12,950	10	13,500	Captain Leslie
980	6	1,400	Commander S.
151	6	6,300	

Naha	"	29,89	—	—	N	4	—
Shigakijima..	"	29,91	—	—	N	4	—
Faihoku	\$ a.m.	29,96	—	—	E	2	—
Faichu	"	29,88	—	—	E	2	—

Temperature	81	81
Humidity	78	78
Rainfall.....	0.01	—

der Davidson	...	...	Yangtze
urd	...	...	Wei-hai-wei
cken	...	...	Hongkong
der E. V. D.	...	...	

der H. M. Wells	Wei-hai-wei
der Hugh Somervilla ...	Yangtze
der Wason " " " "	Yangtze

NAME.	CLASS.	TONS.	GUNS.	I.H.P.	CAPTAIN.	LAST REPORTED AT
despatch-vessel...		1,700	4	3,000	Commander O. de B. Brock	Hongkong
battleship, 1st class		12,950	16	13,500	Captain Sydney R. Fremantle	Wei-hai-wai
sloop		1,050	6	1,400	Commander R. Nugent	Beihang Sea
cruiser, 1st class		11,000	16	18,000	Captain Charles Windham, C.V.O.	Wei-hai-wai
cruiser, 1st class		11,000	16	16,500	Captain R. Nelson Osmunney	Wei-hai-wai
cruiser, 2nd class		4,350	10	7,000	Captain Lionel G. Tufnell	Singapore
gunboat, 1st class		710	6	1,300	Lieut.-Commander Oscar M. Makins	Yanping
gunboat, 1st class		710	6	1,300	Lieut.-Commander T. D. Pratt	Wei-hai-wai
battleship, 1st class		10,500	14	13,000	Captain Fegan	Wei-hai-wai
cruiser, 1st class		12,000	14	21,000	Captain Henry M. Tudor	Wei-hai-wai
water tank and tug		390		300		Hongkong
sloop		1,070	10	1,400	Commander L. de W. Satow	Hongkong
torpedo boat destroyer		306	6	5,700	Lieut.-Commander C. Asser	Wei-hai-wai
cruiser, 3rd class		1,060	12	3,200	Commander P. V. Lewes, D.S.O.	Shanghai
battleship, 1st class		12,950	16	13,500	Captain W. A. Carter	Wei-hai-wai
torpedo boat destroyer		275	6	4,000		Hongkong
torpedo boat destroyer		275	6	4,000	Lieut. Jellicoe	Wei-hai-wai
storeship		1,640		800	Lieut. P. M. Riadore	Wei-hai-wai
cruiser, and class		3,600	8	7,000	Captain William B. Fawcett	Shanghai
torpedo boat destroyer		280	6	3,900	Lieut.-Commander J. A. Gregory	Wei-hai-wai
river gunboat		85	4		Lieut.-Commander G. B. Powell	Yangtsze
cruiser, 1st class		14,100	18	31,500	Captain F. G. Kirby	Wei-hai-wai
river gunboat		180	2	800	Lieut.-Commander F. B. Noble	West River
battleship, 1st class		12,950	16	13,500	Captain T. G. Greet, R.N.	Wei-hai-wai
torpedo boat destroyer		350	6	6,300		Hongkong
sloop		1,015	6	1,400	Commander W. H. Nicholson	Chengkup
surveying-vessel		835	6	650	Commander C. E. Monro	Labuan
river gunboat		85	2	240	Lieut.-Commander Robert E. Vaughan	West River
sloop		980	6	1,400	Commander Vivian	Hongkong
river gunboat		85	2	240	Lieut.-Commander H. T. Atlay	West River
cruiser, and class		3,600	8	7,000	Captain C. H. H. Moore	Hongkong
river gunboat		85	2	240	Lieut.-Commander Davidson	Yangtsze
torpedo boat destroyer		250	6	6,500	Lieut. Q. Cranford	Wei-hai-wai
receiving ship		4,650	6		Commodore Dicken	Hongkong
river gunboat		180	2	800	Lieut.-Commander E. V. Dugmore	Yangtsze
cruiser, 1st class		9,400	12	9,000	Captain J. A. C. Wilkenson	Wei-hai-wai
coast defence gunboat		305	3	800	Lieut.-Commander R. H. Kest	Yangtsze
battleship, 1st class		12,950	16	13,500	Captain Leslie Stuart, C.M.G.	Wei-hai-wai
sloop		980	6	1,400	Commander J. St. John Farquhar	Yangtsze
torpedo boat destroyer		350	6	6,300		Hongkong
surveying ship		620	4	450	Lieut.-Commander Ernest G. Hardy	Shanghai
torpedo boat destroyer		350	6	5,900	Lieut.-Commander R. M. Wells	Wei-hai-wai
river gunboat		150	2	510	Lieut.-Commander Hugh Somerville	Yangtsze
river gunboat		150	2	550	Lieut.-Commander Wason	Yangtsze

Intimation.

CHAZALON & CO.

WINE AND SPIRIT MERCHANTS,
AND
GENERAL STOREKEEPERS,
(SUCCESSORS TO G. GIRAULT)
6, QUEEN'S ROAD CENTRAL.

WE beg to inform the Hongkong Public that, as we are supplied with WINES and SPIRITS direct from the *Growners* in France, we are in a position to supply these requisites of the *best quality* and at the *lowest possible prices*, thus defying competition.

EXCEPTIONAL SAMPLE OFFERS.

Offers are made of Sample Cases of a dozen quart bottles each, containing the following:—

- 3 qt. bots. Bordeaux.
- 3 " " Beaujolais (Burgundy).
- 3 " " Vin Rosé.
- 3 " " Pommard (Superior Burgundy).

at the exceptional price of \$12 per case.

CHAMPAGNE.

Important contracts having been entered into with Messrs. Moët and Chandon, of France, we are enabled to supply CHAMPAGNE of this Brand at the following advantageous prices:—

Mousseux Blue Seal	Moët & Chandon	\$38 per doz. qt.
White Star		42 " " "
Brut Impérial		50 " " "

ALSO TRY OUR
BLACK AND WHITE WHISKY.



- PRICES -

BUCHANAN BLEND \$12.50 per Case. BLACK AND WHITE \$16.50 per Case.
ROYAL HOUSEHOLD \$20.50 per Case.

ARQUEBUSADE WATER

OF THE

HERMITAGE OF THE MARIST BROTHERS; OR IMPROVED VULNERARY LIQUOR.

Invigorating, Stimulating, Hygienic, Aromatic, of an acknowledged and quite exceptional efficacy.

The Arquebusade Water, known and appreciated throughout the greater part of France and abroad, justifies more and more the great fame it has acquired.

USE OF THE ARQUEBUSADE WATER.

INTERNALLY.—From two to three spoonfuls in a glass of cold water, pure or sweetened, after falls, bruises, cuts, fractures, luxation, tearing of tissues, faintings, burnings, swoons, plague and cholera. For the last two cases it must be taken pure, six spoonfuls at a time. Experience justifies its efficacy as a preventive remedy against mortification and quinsy. The dose may be repeated several times a day.

The same dose, in a glass of hot and sugared water, instantly removes the fatigue of either a journey or a walk, is a great appetizer and often prevents colds.

Taken in an infusion of melissa, hyssop, ground-ivy, or violets, it is an efficacious remedy against gripes, difficult digestion, pains in the stomach, &c.

Taken pure after meals it is salutary to old people by warming their stomach, rendered cold by age, and accelerates digestion; but it is less suited to nervous persons and children to whom it must never be given without being well diluted with water.

EXTERNALLY.—It is a capital remedy against sprains, cuts, bruises, excoriation, burnings, fractures, any fresh wound, danger of mortification, heating of the feet, irritation of the skin after a walk.

Whenever it is possible rub hard with this liquid. A compress is saturated with it and applied on the affected part which is kept moistened by sprinkling it with this Water.

In case of wounds, after the dressing made with the Arquebusade Water, sprinkle the compress with a mixture of the Liquor and fresh water in equal parts.

It is also very advantageously used in frictions and in compresses used in headache, rheumatic and neuralgic complaints. For these last it is good to warm somewhat the liquid before being applied.

The ARQUEBUSADE WATER is of public interest, approved and recommended by the most eminent physicians of France, commends itself to all those who are anxious about their health in these countries where plague and cholera make often dreadful havoc.

PRICE:

The Litre \$5.00
The Half-Litre 2.50

CHAZALON & CO.

Sole Agents for Hongkong, China and Japan.

Hongkong, 19th September, 1904.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & PORTER. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID-UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST-DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	8,000	\$115	\$125	\$10,000,000 \$7,000,000 \$250,000	\$1,492,554	Div. of £1.10/- @ exchange 1/10 15/16 \$16.41 for first half-year 1904	6 1/2 %	\$610 sellers London £ 66
National Bank of China, Limited	99,925	£7	£7	\$175,533 \$191,973	\$21,668	\$2 (London 3/6) for 1903	5 1/2 %	\$39
MARINE INSURANCES.								
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,750,000 \$569,143 \$784,445 \$906,872 \$900,000	\$1,959,926	\$32 for 1902	5 %	\$605 buyers
China Trade Insurance Company, Limited	24,000	\$83.33	\$25	\$51,993 \$331,342 \$322,134	Nil.	\$4 for year ended 30.4.1903	6 1/2 %	\$61 sales
North China Insurance Company, Limited	14,000	£15	£5	Tls. 500,000 Tls. 31,850	Tls. 271,589	Interim of 10/- a/c 1903	...	Tls. 72 1/2 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$50	\$700,000 \$37,794	\$186,284	\$12 for 1902	9 1/2 %	\$140
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,300,000 \$50,000	\$110,551	\$15 for 1902	6 1/2 %	\$240 sales
FIRE INSURANCES.								
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,170,288 \$1,000,000	\$371,110	\$22 1/2 for 1902	6 1/2 %	\$330 sales
China Fire Insurance Company, Limited	20,000	\$100	\$10	\$125,675 \$2,561	\$329,047	\$6 dividend & \$1 bonus for 1902	8 %	\$87 buyers
SHIPPING, TUG AND CARGO BOATS.								
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$250,000 \$600,000 \$157,555	\$16,362	\$1 1/2 for first half-year 1904	10 1/2 %	\$19 sellers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	£205,000 £100,000	£5,853	10/- for 1903	5 %	\$125 1/2 sales
China and Manila Steamship Company, Limited	30,000	\$50	\$50	none	Dr. \$63,123	\$5 for 1900	...	\$26
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$185,000 \$80,935	Nil.	\$3 for year ended 30.6.1903	8 1/2 %	\$34
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$60,000 \$15,000	\$1,287	{ \$1.80 & b. 40 cts } for year ending 30.4.04 { \$0.90 & b. 20 cts }	{ 5 1/2 % 3 1/2 % }	{ \$41 sellers \$31 sellers }
Straits Steamship Company, Limited	5,000	\$100	\$100	\$400,000 \$21,075 \$18,000 \$130,153	\$33,648	\$5 for 2nd 1/2-year making \$13 for 1903	8 1/2 %	\$24 sellers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£400,000	£19,555	Interim of 1/- (Coupon No. 4) for 1903	6 %	25/- buyers
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	Tls. 98,000 Tls. 201,614	Tls. 865	Interim of Tls. 1 1/2 for 1904	10 %	Tls. 30 buyers
Shanghai Tug and Lighter Company, Limited (Preference)	200,000 100,000	Tls. 50 Tls. 50	Tls. 50 Tls. 50	none	Tls. 55,541	Interim of Tls. 2 for 1904	{ 9 1/2 % 8 % }	{ Tls. 46 1/2 buyers Tls. 45 buyers }
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Interim of \$5 for 1904	...	\$220 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,905	\$3 for 1897	...	\$6
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,456	Tls. 2 1/2 for year ending 30.9.03	4 1/2 %	Tls. 60 buyers
MINING.								
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	{ Fcs. 251,337 Fcs. 1,529,652 }	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903	...	\$490
Raub Australian Gold Mining Company, Limited	150,000	£1	£10	£4,873	Dr. £7,236	No. 12 of 1/-	...	\$6
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£40,000	£7,820	No. 3 of 1/6	...	Tls. 7 1/2
DOCKS, WHARVES & GODOWNS.								
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$25,500	\$505,471	{ \$6 dividend and \$2 bonus for first half- year 1904 }	6 1/2 %	\$225 sellers
S. C. Farnham, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 900,000	Tls. 48,153	Tls. 7 final—Tls. 12 for year end. 30.4.04	6 1/2 %	Tls. 183
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$1,950,000	\$43,732	\$6 for 2nd half year 1903	4 1/2 %	\$250 sellers
Riley Hargreaves & Co., Limited (Preference)	6,000 2,750	\$100 \$100	\$100 \$100	\$150,000	\$45,936	{ \$10 div. and \$2 1/2 bonus } for 1903 { \$7 dividend }	{ 6 1/2 % 6 1/2 % }	{ \$195 sales \$170 }
Howarth Erskine, Limited	12,000	\$100	\$100	\$14,000	\$29,926	\$10 div. & \$2 1/2 bonus for 1902/3	6 %	\$210 buyers
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	30,000	\$50	\$50	\$50,000 \$250,000	\$28,015	Interim of \$2 1/2 for 1904	4 1/2 %	\$173 sellers
Shanghai and Hongkew Wharf Company	20,000	Tls. 100	Tls. 100	Tls. 487,100 Tls. 50,913	Tls. 22,895	Interim of Tls. 4 for 1904	6 1/2 %	Tls. 157 1/2
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 6,000	Tls. 1,760	Tls. 18 for 1903	9 1/2 %	Tls. 189 sales
New Amoy Dock Company, Limited	6,000	\$64	\$64	\$55,500	\$489	\$1 1/2 for 1903	4 1/2 %	\$271
LANDS, HOTELS & BUILDING.								
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000 Tls. 800,000	\$51,966	Interim of \$6 for 1904	8 %	\$152 sellers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 150,000 Tls. 17,144	Tls. 37,634	Interim of Tls. 3 for 1904	7 1/2 %	Tls. 112 sales
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 54,626	Tls. 325	Interim of Tls. 3 for 1904	7 %	Tls. 125 sales
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	none	...	Interim of Tls. 2	...	Tls. 55
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$636	\$2.60 for 1903	6 1/2 %	\$39 buyers
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None	...	Tls. 12 buyers
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,362	Interim of \$1 1/2 for 1904	5 %	\$61 sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$100,000 \$11,824 \$20,000 }	\$11,668	\$5 for first half-year 1904	7 1/2 %	\$136
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	Tls. 41,000	Tls. 655	Final of Tls. 4 making Tls. 9 for 1903	6 %	Tls. 150
Astor House Hotel Company, Limited (Shanghai)	30,000	Tls. 25	Tls. 25	none	\$9,089	\$2 1/2 for year ended 30.6.1904	9 %	\$27 sales
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 13,986	Tls. 680	Tls. 0.87 1/2 for the year ending 31.3.1904	4 1/2 %	Tls. 21 1/2 sales
Queen's Hotel (Wei-hai-wei)	9,000	Tls. 25	Tls. 25	none	...	First year	...	Tls. 25
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Dr. Tls. 2,132	Interim of Tls. 3 1/2	...	Tls. 29 sales
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$200,607 \$50,000 }	\$99,177	90 cents for 1903	7 %	\$12 1/2 sellers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	14 %	Tls. 28
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 30,098	Tls. 88,034	Interim of 3 1/2 a/c 1898	...	Tls. 25
Lao-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 15,500	Interim of 4 1/2 a/c 1898 on 6,000 shares	...	Tls. 32 1/2
Soy Chee Cotton spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 5,658	Tls. 26,389	4 % for 1897	...	Tls. 150
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	\$12,862	50 cents for the year ending 31.7.04	4 1/2 %	\$11 1/2 sellers
CIGARS AND TOBACCO COS.								
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 Tls. 25,000 }	Tls. 1,091	Interim of Tls. 3	9 %	Tls. 69 sellers
Alhambra, Limited	300	\$200	\$200	\$43,000	\$57	\$125 for year ending 30.6.1900	...	\$160 sellers
Philippine Compny., Limited	67,500	\$10	\$10	...	...	First year	...	\$91
MISCELLANEOUS.								
Green Island Cement Company, Limited	103,000	\$10	\$10	\$150,000	\$32,115	\$1.50 for 1903	5 %	\$31
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	60 cents for 1903	5 1/2 %	\$11 buyers
A. S. Watson & Co., Limited	60,000	\$10	\$10	{ \$250,000 \$4,802 }	\$2,883	Final of 50 cents making \$1 for 1903	7 1/2 %	\$14 buyers
Watkins, Limited	10,000	\$10	\$10	\$4,802	\$1,042	\$1 for 1903	10 %	\$10 buyers
Singapore Dispensary, Limited	600	\$50	\$50	\$60,000	\$800	\$5 for year ended 31.7.1903	7 1/2 %	\$70
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$55,000	\$1,777	80 cents for 1903	8 1/2 %	\$64 buyers
Hongkong Electric Company, Limited	30,000 30,000	\$10 \$10	\$10 \$5	none	\$1,747	{ \$1.00 50 cents } for year ending 30.4.1904	{ 6 1/2 % 5 1/2 % }	{ \$15 sales \$9 buyers \$160 buyers }
Hongkong & China Gas Company, Limited	7,000	£10	£10	£23,109 £3,000	£7,625	£1 div. and 2 1/2 bonus for 1903	7 1/2 %	Tls. 99 sales
Shanghai Gas Company, Limited	10,666	Tls. 50	Tls. 50	Tls. 108,172 Tls. 100,000	Tls. 7,548	Interim of Tls. 3 1/2 for 1904	8 %	Tls. 99 sales
Shanghai Waterworks Company, Limited	7,200	£20	£20	Tls. 140,000	Tls. 7,548	Interim of 15/- for 1904	7 1/2 %	Tls. 387 1/2 buyers
Tientsin Waterworks Company, Limited	2,000	T.Tls. 100	T.Tls. 100	Tls. 15,259	Tls. 667	Final of Tls. 4 making Tls. 8 for 1903/4	6 1/2 %	T.Tls. 130
Tientsin Native City Waterworks Company, Ltd.	2,941	Tls. 100	Tls. 100	Tls. 108,173	Tls. 413	1 1/2 for 1st half year	...	T.Tls. 110
Hall & Holt, Limited	21,000	\$20	\$20	\$186,000	\$13,104	Final of \$1 1/2 making \$3 1/2 for 1903	11 1/2 %	\$31 buyers
Lane, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	none	\$21,182	Final of \$7 making \$12 for year end. 29.2.04	8 1/2 %	\$140 buyers
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$50,000	\$8,395	\$10 for 1903	7 1/2 %	\$140 buyers
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$15,000	\$5,844	\$3.75 for 1903	7 1/2 %	\$27 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$15,000	\$4,183	Interim of \$4 for 1904	7 1/2 %	\$210 sellers
Straits Ice Company, Limited	2,000	\$100	\$100	\$30,000	\$4,183	\$7 1/2 for second half year 1903	9 %	\$165 sales
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$30,000	\$3,029	\$20 for year ending 30.4.1903	6 1/2 %	\$300
Dairy Farm Company, Limited	10,000	\$7 1/2	\$7 1/2	\$5,500	\$1,066	\$1 1/2 for year ending 31.7.1903	8 1/2 %	\$37 buyers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	none	\$1,161	6d. per share for 1903	5 1/2 %	\$5 buyers
Bell's Asbestos Eastern Agency, Limited	8,504	12 1/2	12 1/2	none	£161	90 cents for year ending 31.5.1904	9 1/2 %	\$91 buyers
United Asbestos Oriental Agency, Limited	9,900	\$10	\$10	...	\$480	\$2 1/2 for year ended 31.5.1904	{ 10 1/2 % 8 1/2 % }	{ \$180 buyers \$180 buyers }
Do. (Founders)	100	\$10	\$10	...	...	None	...	\$1 buyers
Tebrau Planting Company, Limited	20,000	\$5	\$5	none	Dr. \$22,551	Interim of 70 cents	7 1/2 %	\$20 buyers
Hongkong Steam Waterboat Company, Limited	7,500	\$10	\$10	none	\$1,548	None	...	\$10 sales
China Light and Power Company, Limited	30,000	\$10	\$10	none	\$3,739	Final of 70 cents making \$1.20 for the year ending 30.6.1904	10 1/2 %	\$12 1/2 ex div
William Powell, Limited	12,000	\$10	\$10	\$3,000	\$588	60 cents for year ended 31.5.04	8 1/2 %	\$7 buyers
Steam Laundry Company, Limited	5,000 10,000	\$5 \$5	\$5 \$5	none	\$3,644	First year	...	\$31 buyers
Maatschappij tot Mijl., Bosch en Landbouw- politiek in Langkat	25,000	Gk. 100	Gk. 100	Tls. 334,669 Tls. 11,143	Tls. 27,187	3rd quarterly of Tls. 10; paid 15.04 making 50 for Tls. 30 a/c 1904	12 %	Tls. 302 1/2 buyers
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,247	Tls. 5 for 1903	5 %	Tls. 100 buyers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 10,000	Tls. 3,288	Interim of Tls. 6 for 1904	2 1/2 %	Tls. 155 buyers
Central Stores, Limited	6,000	\$15	\$12	\$20,000	\$1,253	Interim of \$1.20 for 1904	11 1/2 %	\$12 sellers
Do. (Founders)	123	\$15	\$12	...	...	None	...	\$100
Do. (New Issue)	24,000	\$15	\$7 1/2	...	...	Preferential of 7 per cent for 1904	6 1/2 %	\$8 buyers
E. L. Mondon, Limited	7,700	Tls. 50	Tls. 50	none	Dr. Tls. 152,318	Tls. 5 for 1902	...	Tls. 40 sellers
China Flour Mill Co., Limited	10,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 1,942	Tls. 6 for 1903	9 1/2 %	Tls. 65 sales
S. Moutrie & Company, Limited	4,000	\$50	\$50	\$1,000	\$832	Final of \$3 making \$5 for the year ending 30.6.04	9 1/2 %	\$52 ex div
Kats Brothers, Limited	10,000	\$100	\$100	\$175,000	\$37,495	\$1 1/2 for 1903	9 1/2 %	\$131 buyers
Straits Trading Company, Limited	25,000	\$10	\$10	\$25,000	\$3,739	{ \$1 div. and 25 cents bonus for half year ended 30.6.1903 }	7 %	\$64 buyers
Fraser and Neave, Limited	4,500	\$10	\$10	none	\$2,706	\$2 div. and \$2 1/2 bonus for 1923	7 1/2 %	\$100 buyers
Meynard and Company, Limited	4,000	\$10	\$10	none	\$803	\$2 for year ended 31.10.1903	7 1/2 %	\$26 sales
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,000	\$50	\$50	none	Dr. \$3,000	First year	...	\$50
South China Morning Post, Limited	6,000	\$25	\$25	none	...	...	...	\$25